NOTES FROM DUNCANS.

Duncans, April 17 .- The annual East-

lent. Jack Grey as Trotter and E. J

Hearn as the uncle were capital. Mrs

Somas as the engaged girl and Mrs

parts in a capital manner. The audi-

nce was very appreciative.

satisfaction.

Henderson as Mrs. Peffer filled their

This Easter entertainment is always

looked forward to by every resident of

this district as one of the events of the

season. Over three hundred were pres-

ent to witness the performance.

ATTACHED BLAME

THE UNITED STATES COMMISSION REPORTS

Respecting the Valencia Wreck-Further Aigs to Navigation Recommended by Them.

The commission appointed by President Roosevelt to investigate the wrecking of the Valencia has made public its report. The commission sat conclusions reached are similar in sev- saloon rail, and thus made it possible adian commission. The finding is summarized as follows by the commission 1. The Valencia went ashore through the faulty navigation of Capt. John-

son, her master. He appears to have been a man of good character, sober, and with a good reputation as a seaman, but his management of the vessel on this trip was ensatisfactory on several points, as

follows: (a) He acted upon the singular belief that his log was "overrunning 6 per cent.." a belief that would have been ustified only upon the ground that both the current and the wind were against him, whereas the wind was ertainly nearly aft, and it is common knowledge among all masters along this coast that at this time of year the normal current flows toward the northward and accordingly with the course of the vessel, both of which facts would make the vessel go faster over the ground than through the water. and the log would, therefore, fail to register the entire progress of the vessel over the ground, and thus the log would underrun, if anything, rather

(b) Although he saw no land or lights with certainty after passing Cape Mendocino at 5.30 a. m. Sunday, he did not commence to take soundings until 6 p. m. Monday, thirty-six urs later, when his last definite point of departure was at least 450 miles be-

(c) Even after he began to take soundings, he did not take them with sufficient frequency. He

Did Not Interpret Correctly the soundings taken, and, so far as

with his chart, and did not carefully study them, as he should.

she should when approaching Umatilla | them on board. lightship from the south and from proceed down the straits.

Capt. Johnson failed utterly to get getting them, he should have been put down. very much on his guard. It is a Matter of Mere Geography,

as he very well knew, that his northward course, if continued, must ultimately run him ashore on Vancouver Island. He knew that the coast of Vancouver Island was somewhere dead ahead of him, lying like a long wall almost directly across the northward course that he was maintaining in coming from San Francisco. The safety of any vessel on this course which inupon its making the turn at the proper time. The entrance to the straits master making this northerly trip \$15,00 knows that he must either turn and find this twelve-mile entrance, or, if the Topeka at 11 o'clock Wednesday Vancouver Island.

Vancouver Island is somewhere dead as a matter of legal right, Mr. Pharo ahead on the northern trip, ordinary was the supreme authority on the spot regard for the safety of passengers re- in regard to an order of this nature. quires that the utmost caution should Capt. Patterson, who was on the bridge be exercised when approaching this enof the Topeka with Mr. Pharo when trance, and if there are any indica- the order was given, and who actually tions, either through soundings or curdelivered it through the megaphone, rent, fog or haze, which create a doubt admits in his testimony that he (Patas to the vessel's actual position, the terson) was "the original suggester of vessel should be laid to or headed out the order." This is probable, inasmuch to open sea until its position can be as Capt. Patterson was a master of absolutely determined. Considering wide experience and excellent ability the remoteness of Capt. Johnson's last in matters of navigation, and doubtpoint of departure, the well known un- less Mr. Pharo relied upon him for certain character of the currents, the practical judgment in these matters. deflecting effect of the wind and sea, The commission therefore believes that and the peculiar nature of the sound- the legal ings he got, he should have taken this

take, and upon his improper naviga- responsibility upon Capt. Patterson, tion in this respect must rest the primary responsibility for the disaster. It seems very clear from the evi- ed this order. dence, as well as from the experience

was navigating the vessel in an Unscientific and Crude Fashion,

not availing himself of accurate means though it must be said that the Pacific no life on the wreck; that Captain not restore the lives of the victims nor of information, but depending appar- Coast Steamship Company, throughout | Cousins told her that there was life | will it protect passenger traffic in the ently more on his general belief that the entire matter, seems to have there; that it is uncertain whether the future. If such a terrible disaster the vessel would agrive at the mouth spared no effort or expense, except in officers of the Czar understood this inof the straits at a certain time, based probably on his previous experience on relieve the survivors. Both of these that she was "going for shelter," and future—a lesson not to be disregarded this run. This haphazard method of men argued on the witness stand that in company with the Salvor left the -- and if the government, acting upon

'horse sense," which is not a satisfactory substitute for accurate information when human lives are concerned.

(e) He allowed the two station men

of six hours each in length. A twohour watch is sufficiently long for safety, and four hours should be the (f) He did not require a boat drill of his crew and was not intending to have one probably until he reached Puget Sound. One half the crew on the Val-

encia were new men, and thus this omission of the captain nullified to a large extent the usefulness of the boat equipment so far as this trip was con-(g) As soon as the vessel struck, in-

checks, where they would not be interthe passengers and

Unskilfully Lowered Away

in the confusion, and, although he ordered the boats when lowered to be lashed to the rail, he took no steps to see that this was done or to protect the boats from the inrush of passen-

To thus place the boats within the reach and control of excited passengers would have been justifiable only if he had had a crew perfectly traind to handle and guard the boats, and the crew training required for such an operation would be rarely found on any merchant vessel, and certainly did not exist on the Valencia. Considerable allowance, however, must be made for the desire of the captain to take prompt action.

Capt. Johnson's conduct after the vessel struck and the boats had been lowered was satisfactory, and he apparently did all he could for the safety and comfort of his passengers, and showed courage and judgment. The commission regrets that it is

obliged to criticise the actions of a man who went down with his ship, and who is unable to defend himself; but for the complete understanding of this disaster and the proper establishment Important Lessons

thereof, it is necessary to call attention to the primary causes that led to the wreck and the loss of life, so that send boats to the wreck, or to they may be impressed in the future upon masters having similar responsioility, and so that such masters may be led to avail themselves of all pos-

sible means of information. 2-Excepting possibly her bulkheads doubtedly the sea was of considerable can be ascertained, he spent very lit- and one set of davits, the construction tle time in comparing the soundings and equipment of the Valencia, so far there being apparently a continuous as the safety of her passengers was line of breakers between them and the concerned, was excellent, and none of Valencia. (d) Such soundings as he got might the loss of life was due to any defect not have shown him where he was, but therein. The question of the buoyant Queen, as a matter of common humanif properly studied they would at least qualities of the tule life-preserver is have demonstrated the fact that he one for determination by the governwas not where he thought he was, and ment, and inasmuch as such life-pre- sition could have felt otherwise. On that he should be on his guard. It is servers were allowed by the regula- the other hand, from the incontestible a peculiarity of the bottom along this | tions no blame should be attributed to | experience of the boat and the liferafts course that if a vessel is proceeding as the steamship company for having from the Valencia, the commission be-

3-The measures taken by the steamthere up to Cape Flattery, she will get ship company to send vessels to the wreck either by way of boats or by a definite line of soundings of no great rescue were as complete as possible drifting a raft to her, but the men of varying from twenty-five to under the circumstances, with the the Queen knew nothing at the time fifty fathoms, and as soon as she single exception that Capt. Cousins of the experience of these rafts, and passes Care Flattery and it becomes should have been ordered to stop at there was doubtless considerable justitime to turn sharply to the east into Neah Bay on his way down to the fication from their standpoint for their the entrance of the straits the bottom wreck with the Queen, so as to pick belief that the establishment of this suddenly drops off on the correct course up there, if possible, any available sea- communication was practically imposto a much greater depth, giving sound- going tug that might be in that bay or sible. ings ranging from 120 to 180 fathoms; vicinity. Capt. Patterson admits in and any master who has maintained his testimony that when he received opinion of a large number of witnesses proper relations to the coast before news of the wreck he knew (on general that the ordinary lifeboat could have munication in the vicinity of the for all the large sizes. passing Umatilla lightship and is getprinciples) that there were probably
ting a continuous line of shallow one of more tugs at this bay; he also
as long as they kept outside of the line soundings, keeping between the twenty knew that the wire to that place was of breakers. Outside of this line the and the fifty-fathom curve, will have out of order, and that the tugs could sea was not combing or breaking, and his position indicated to him with sub- not be reached from Seattle. The small boats would have been perfectly stantial certainty. When he gets over | Queen actually lay in the mouth of the | safe. This line of breakers was probthis "hole" and finds this line of deep straits from about 10 o'clock Tuesday ably not more than 100 to 200 yards soundings, he will then know that he night until early Wednesday morning, out from the bow of the Valencia. can be in but one place and that within 15 or 20 miles of Neah Bay. As Had the Queen and the Topeka both place is the entrance to the straits, a matter of fact, there were tugs at remained on the spot, and had the and he can then turn eastward and this bay at the time. Either Mr. Pharo wreck been again located, a number of or Capt. Patterson should have

Directed the Queen to Stop

severely criticised for overlooking this been ascertained in this way. But for precaution. It is only fair to say that 'some reason the company exerted itself vigorously tends to enter Puget Sound depends in the recovery of bodies, in providing clothing and lodgings for the survivors, and in all measures of relief, at a tois about twelve miles wide, and a tal expense of the company of over

4-The order given to the Queen from he continues his course, go ashore on morning off the wreck to leave the With this certainty, therefore, that wrong. The commission believes that,

Responsibility For This Order

Such action Capt. Johnson failed to rests upon Mr. Pharo and the moral had any reason to think it possible. and that both of them are highly cencurable for having issued or sanction- Salvor, lay off the wreck near the

of expert masters, that Capt, Johnson | for this order. Probably it was the de- | sibly a mile or a mile and a half of the sire that the Queen should return and wreck; that she shipped considerable lish responsibility in connection with resume her regular business in the water; that she came back at once to this disaster and to censure any who ommercial interests of the company, the Queen and reported that there was may have been in fault, but this will this one case, to effect a rescue and to formation; that the Czar then stated marily in the nature of a lesson for the tion and to adhere to their own former

as only one vessel was needed there, sible. the error of their entire position.

or lookouts to keep alternate watches Topeka arrived alongside the Queen, have raised at least the Queen had not, by reason of the haze, seen the wreck for nearly an therefore, not one of rescue, but of finding the wreck; and, as a matter of fact, the Topeka during the rest of that afternoon patrolled a beat of six or eight miles up and down the coast over and over again in the vain attempt to find the wreck. Furthermore, Messrs. Logan and Daykin testified that

When the Wreck Broke Up. stead of leaving the boats in their about an hour after the departure of the Queen, a number of those still refered with by the passengers, he maining on the wreck and all having in Seattle, it will be remembered. The directed them to be lowered to the life-preservers on, floated out to sea. It is obvious, therefore, that had the could have been covered by the patrol knowledge of where the wreck was, and thus there would have been more than double the chance of finding the wreck, and also this would would have doubled the chance of picking up some of the survivors floating seaward from

the wreck. It might easily have happened that while the Topeka was engaged in her vain search westward, the Queen, had she been there, might by going in the again and picked up a number of these | they had spoke about it on the Queen, last victims. It is, of course, imposwould have saved many lives, but it is sibilities, she was not ordered to re-

5. The officers of the Topeka never saw the wreck, and therefore could as I knew that I told Captain Tro take no means of rescue. The officers of the Queen, however, were in sight of the wreck for about an hour (during part of which time they were occupied. boats to the wreck was discussed by the officers of the Queen and the masters and pilots on board, and was above conversation, was in charge of unanimously decided in the negative. the Salvor, Captain Christensen mas-This failure to make an attempt to

Drift a Raft to It, or to get a line to it, raises a question which, of all others, the commission found most difficult to decide. Unstrength and the coast dangerous,

Unquestionably the men on board the desired to do the best they could effect a rescue; no men in their polieves that there was a fair chance of establishing communication with the

boats might have been held just outside the line of breakers, and some of any such line of calculations, and, not at Neah Bay for a tug on the way the survivors drifting seaward would have been picked up. Furthermore, While this was a serious omission had this close approach been made to from the standpoint of the results, it the line of breakers with the boats the is hardly surprising that this point men in them might have seen reason was overlooked in the haste and con-fusion of the short period, perhaps an could not be gotten through the breakhour and a half, from the time the ers, and a rescue might have thus been news of the wreck was received at the attempted directly to the wreck. More-Seattle office until the time the Queen over, had boats been thus sent to the left Victoria, and the officials of the line of breakers before the wreck was steamship company can hardly be again located, its location might have

No Boats Were Lowered

for this purpose. It was claimed by some witnesses that it was unsafe to lower a boat from the Queen on that day, but, as a matter of fact, the Topeka did lower a boat with safety and without difficulty about an hour later to pick up a raft.

On this point, therefore, the commission desires to express no opinion, but is compelled to observe that there was certainly no display of the heroic daring that has often marked other such emergencies in our merchant marine. 6. As to the conduct of the Czar and the Salvor, the commission is under eculiar restrictions in stating any definite conclusions. These vessels are not of American registry and their officers are not subject to American laws. Furthermore, they owed no duty under the circumstances except that of ordinary humanity; and, finally, with one exception, none of the officers of mission. Also, a conflict of testimony exists as to whether the Czar, when she left the scene of the wreck, knew there was life on board the wreck or

It is hard to understand the motive that the Czar approached within pos-

upon a modern passenger vessel, but drew 17 feet, the presence of the Any judgment of this conduct of the provisions within its power for the Queen, which drew 21 feet, was no Czar and the Salvor must trun about and the commission has reason to believe that other masters are occasion- to go in as shallow water as the To- tain of the Czar knew there was life in vain. ally guilty of similar methods-in navi- peka, and, being a larger vessel, was on the wreck or whether he had any gating, as one master testified, by less easily handled, and that, inasmuch reason whatsoever to consider it pos-

the Topeka was the one that should | Two witnesses on the Queen swear to er entertainment given last night by have remained. This argument shows a discussion between the Queen and the Czar as to this question of life up- the ladies of St. Peter's church for the There was need for as many vessels on the wreck, and if this discussion there as could be gotten. When the actually took place, it, of course, must cess. A farce was well presented. K Duncan as the leading man was excel

A Question of Doubt

in the mind of the captain of the Czar. hour. The immediate question was, evidence as submitted to it the captain of the Czar had sufficient information, either of his own or from the Queen, to raise a doubt at least in his mind as to this point. The Salvor had no conversation with the Queen, and acted solely upon what the Czar told her. A witness who was present on the Salvor testified thus, the transcript of testimony, questions and answers,

reading as follows: Q. I am after this point, captain: The Queen told the Czar emphatically that there was life on the wreck; the eral points to the finding of the Can- for them to be taken possession of by Queen remained, twice as much ground | Czar came and reported to the Queen that there was not, and the Queen said in the attempt to find the wreck, and there was. Now, did the Czar report the officers of the Queen had the best to you what the Queen said about it? -A. No, sir.

Q. Said nothing about the belief of the Queen?-A. No; not at that time. gramme, such as only are found Q. Did she later on?-A. Yes; at Bamfield.

Q. What did she say at Bamfield?thanked. Captain Troupe was talking with Captain Christensen, and I deck alongside of him, and Captain one who once tries forever enjoy. Geo Christensen stated emphatically that he could not see any signs of life on other direction, have located the wreck | the wreck; and he mentioned then that | others who have visited this beautiful and said that they had heard three year return here to enjoy the beauties sible to say whether the retention of shots fired. Captain Troupe was of nature and the wealth of our the Queen at the scene of the wreck rather put out about it, and he went streams and lakes. in to speak to the others on board equally hard to see why, under the about it-Captain Cox and Mr. Bullen. circumstances and in view of the pos- Pilot Campbell was standing on the deck of the tug, and I asked him, and he seemed to have some doubt as to last night. Somenos lake, Cowichan he seemed to have some life being on board the ship. As soon that I told Captain Troupe, "Campbell is not so sure as to whether there is life on the vessel or not.' "Well." Captain Troupe said, "if there part of which time they were occupied, is any doubt about it we will just get to work." So we formed our rescue Czar), and the question of sending party right then and sent the Czar for the whaler.

Captain Troupe, referred to in the ter of the Czar, and Campbell pilot of the Czar.

These men, the officers of the Czar and the Salvor, are Canadian citizens, and the commission does not deem it proper to criticize the conduct of other than American citizens, but considers that its duty has been done in this matter when it has stated what it believes to be the facts.

7. From the personal examination made by the commission of the steamboat inspection service at Seattle and the officers thereof, and from the results of the very thorough reinspection by naval officers detailed for that purpose of thirty-five vessels coming into the port of Seattle about the time of the hearings there, the commiss finds, with a few minor exceptions, that the condition of the

Steamboat Inspection Service at this port is excellent in point of effi-

ciency. 8. Reserving the most important conclusion for the last, the commission desires to emphasize, as the primary and greatest cause of the loss of life, the defective state of the aids to naviga tion and preservation of life in the shape of lighthouses, fog signals, lifeopinion of a large number of witnesses saving equipment and means of comwreck.

Owing to the peculiar weather cond!tions at the entrance to the straits, the Valencia was navigating in a haze which prevented her from seeing the lights, while at Cape Flattery light itself the weather was clear and the fog signals were not sounding; in other words, the most important light in this entire course, to wit, that on Cape Flattery, is not placed in the zone where, by reason of the fog and the thick weather, the greatest danger lies. The nearest United States lifesaving station is on the south side of Grav's harbor, 110 miles away from the wreck, and therefore absolutely inadequate to over this dangerous locality.

The telegraphic communication from Cape Flattery and Neah Bay are of the most precarious kind, the wires being strung on trees and continually out of order through falling trees and other accidents, and when needed to secure tugs from Neah Bay to go to the wreck the wires were out of order.

This part of Vancouver Island is substantially an almost impenetrable wilderness, with nothing of civilization in the interior in this vicinity and only few inhabited points along the coast. Almost a similar condition exists on the coast of the state of Washington, though somewhat more inhabited.

In order to satisfy the just desire of the public in regard to all details of this disaster, the commission has, as above indicated, stated its belief as to any points where lack of human effort or errors in judgment on the part of private individuals contributed to loss of life, but when all that is possible has been said in this direction, it must be frankly admitted that by far the greater part of the responsibility for such loss of life lies upon fundamental natural conditions inherent in this locality, and that the

Extent of This Disaster was in large measure due to the permanent and unavoidable perils of the these vessels appeared before the com- sea; that the question is by far more one of navigation and the safeguarding of our coast and the waterways than of anything else, and that the only source from which any substantial correction of such evils can come The established facts, therefore, are is the federal government. Therefore, that the Czar, in company with the earnestly holding this belief, the commission has hereinafter set forth its berman." Queen while the wreck was visible; recommendations for action by the

government. It is necessary and proper to estab navigation seems almost incredible upon the arrival of the Topeka, which scene while the wreck was still visible. this lesson, shall make all reasonable

safeguarding of this coast, the victims VISITING CITY

benefit of the church was a grand suc- VICTORIA AN IDEAL PLACE IN HIS EYES

> Company is Enthusiastic Over Its Charms.

(From Tuesday's Daily.) The minstrels also were very good C. C. Chipman, of Winnipg, chief Mr. Ventress as Mr. Johnsing was the right man in the right place. Mr. Company, is in the city. He is staying not moving more rapidly than usual, uper, of Cowichan station, and E. J. Hearn were also prominent entertainat the Oak Bay hotel, where Mrs. Chipman and the members of his famers. The whole company gave entire ily have spent the greater part of the After the performance dancing was winter. Mr. Chipman was seen at the great rapidity. This is more a cause enjoyed until the wee sma' hours. hotel last evening by a reporter of the of congratulation because in almost Great praise is due the ladies for the Times. He says that his trip to the every instance the purchasers are the untiring efforts in arranging this en- coast at this time is one of his regular tertaining programme, and the manner ones made for the purpose of inspecin which it was carried out. Refresh- tion, etc. His visit he says has no spements were served after the pro- cial significance.

Mr. Chipman will spend a few more

found in the question by him, "Isn't this a lovely spot?" No one in the Do-

minion of Canada has had better op-

a relative estimate of the advantages

very front rank there can be no ques-

tion, as he has selected it as the place

where his wife and family shall spend

Mr. Chipman confirms the news that

there is a very rapid development of

the prairie sections of the Dominion.

He expects to see considerable work

done on the Grand Trunk Pacific this

coming summer. The roadbed from Portage la Prairie to the Touchwood

Hills is practically ready for the rails

now, and he thinks that there will be

no time lost in extending the road this

BECOMES INTERESTED

Additional Contribution-Schooner

Sails May 15th.

(From Tuesday's Daily.)

Capt. Einar Mikkelson, the Arctic

tion in this city to go in search of

explorer who is fitting out an expedi-

scientific information about the frozen

regions of the far north, is in great

boring under the greatest handicap

that can befall preparations of the

kind he is making, namely, the lack of

Last night the captain received a

taken aboard in this city, sufficient to

"I have got a bird," said Captain

the preliminaries.

to Victoria.

boatswain."

IN ARCTIC EXPEDITION

the winters.

at Cowichan, and the ladies were again days here and it is quite evident that he laments the approach of the day Easter in Cowichan, especially Dunwhen he will have to leave for no can, is a time of the year that every visitor to the city is more enthusiastic in his praises of the charms of Vic-Harvey has spent his twenty-eighth toria-than the chief commissioner of Easter at Duncan. No doubt many the Hudson's Bay Company. It will be remembered that when he was in valley for the first time will also each Victoria over a year ago he gave the Times an interview in which the beauties of the city and its advantages as a residential and tourist centre were A large contingent of Victorians who extolled. There can be no doubt that have spent their Easter holidays at that interview, which was freely copied Cowichan lake and at the adjacent in the papers of Manitoba, had a very fishing grounds returned to Victoria appreciable effect in inducing many of the visitors from the prairies who came

river and Quamichan lake gave up here this winter to make the trip. Mr. good catches to all who tried for fish. Chipman is undoubtedly one of the best immigration agents that the city of Victoria has When he was asked last evening when he would be leaving the city it was with an air of sadness that he ORDERS UNFILLED announced that he could spend only a few more days here. The sequel was

portunities than Mr. Chipman to form PURCHASER UNABLE TO of the different parts as places of resi-OBTAIN SHIPMENTS dence. That he puts Victoria in the

Although Mills are Running Overtime the Demand Much Exceeds the Available Supply.

(From Tuesday's Daily.) Ivan D. Smith, of Montreal, is one of the few dissatisfied visitors to British

His cause for displeasure is somewhat unique. Since January 8th he has been going from pillar to post all over the province trying to place orders for lumber to be shipped East, but the mills cannot handle them. He is prepared to negotiate for several milion feet but cannot obtain delivery.

The firm he represents requires an enormous amount of lumber for railroad and dock construction and has been forced to look to British Columbia

Speaking to a Times representative this morning he said: "There is room to-day for a lot more mills in this province. The Eastern market continually requires large dimension lum ber, and for anything over 8x12 we Royal Geographical Society Also Sends have to look to British Columbia or the yellow pine districts of the Mississippi. But your timber is preferred, and wish I could place the orders I have on hand for lumber of this description There is a large amount of railroad construction going on in the East, with much more coming in the near future, and practically all the large timbers for bridges, trestles and docks will have to be obtained from the Pacific Coast. Although much handicapped by freight rates of \$22.40 per thousand on timber costing \$11 or \$12, the market is open for B. C. millmen and I see no possible reason why the present proserity of the lumber industry should ot continue for many years to come. have been talking with many of your take orders for 10 or 15 carload lots, but they nearly all refuse, saying, 'We could fill the order all right but someone else would have to wait.'

"I am going to the mainland to-night and will make a further trial there to place my orders, but can hardly hope to do so.

dition to this the Royal Geographical "In British Columbia you have forpromised \$500, and assistance is exests of large timber unequalled anypected from other sources, so that where in the world, and the insatiable there will be no lack of capital necesmaw of the East will be glad to obtain all the B. C. toothpicks available." Speaking of prices, Mr. Smith said. 'I think the high-water mark has been eached in the boom following the procoast and his expense account reachhibition of exportation, but see no reaing the proportions it has. son why present values will not be maintained for three or four years at minion as far East as Toronto is open from Victoria. She will proceed direct holes in the engine room removed and to Siberia, where dogs for the remainder of the trip are to be secured, and

least. The whole stretch of the Doto exploitation and, as I said before, the enormous amount of construction going on and projected for the near after making this call will go into the repaired and strengthened with me future will provide a market of unqualled dimensions. East of Toronto the supply available in the maritime provinces and cheap water carriage from the other side mitigate against B. C. controlling the market, but surely there is enough available to fulfil the this morning, and he spoke with even wash plates and floors renewed where aspirations of the most optimistic lum-

ATTITUDE OF OPERATORS. Report That They Will Reject Proposal Submitted By Miners.

are reported to have decided to reject absolutely the miners' latest proposi-

REALTY SHOWING GREAT ACTIVITY

> MANY IMPORTANT SALES RECENTLY CONCLUDED

The Executive Head of Hudson's Bay Montreal and Manitoba are Being Discarded in Favor of Victoria's Splendid Chmate.

> The activity in the real estate market so frequently noted of late is still sioner of the Hudson's Bay maintained. Though inside property is acreage areas within a short distance of Victoria are changing hands with most desirable class of home-seekersmen with money who are seeking the Pacific Coast to escape the rigorous winters of the east. Several important transactions have

taken place recently. One of the mos recent was the sale by H. H. Jones of 100 acres of the Wilder estate. Esqui malt road, to J. A. Loudon, a wealthy gentleman of Westmount, the fashior able suburb of Montreal. The land in question is about four miles acros from the outer wharf, just back of the Esquimalt lagoon. At present the land is unimproved, but Mr. Loudon wil probably return in the fall and build a house and thereafter make "Loudo" Park," as the estate will be known, h home. There is a desirable body fresh water, about the size of Good acre's lake, on the property. It is hi intention to retire from active bus ness, leaving it in the hands of his Mr. Loudon is well known British Columbia, as he has travelled regularly through different sections east to-night, preparatory to the form er making arrangements to retire from

No sooner had he made his purchase than Mr. Loudon joined the "Booste Club. Through his efforts two other eastern capitalists have instructed Mr. Jones to look for similar estates which they are prepared to purchase as soon

Another winter visitor here who has become enamored of Victoria's climate is James McCann, a prominent agricultural implement man of Killarney Man. He has purchased the Christopher cottage and two lots on Suma street, in the north end of the city, beyond the fountain. Mr. McCann has been a resident for several months and after careful consideration has decided to make this city his home. Like Mr. Loudon he will close up his business, sell a lot of land he has at Kil larney, and spend a life of ease in th garden city of Canada.

In connection with the affairs of his Thomas Hovey, another Manito own company Mr. Chipman says that an, yesterday purchased 10 acres there is nothing out of the regular line the George Elrick property off Car of business to report. road. He will build at once, as the land is all cleared and ready for cult

> in the prairie province. A good index of local prosperity is to be found in land registry office receipts. Vancouver celebrated its coming of age last Friday, and gave as a ource of thankfulness the fact that the receipts from the source mentioned rose from about \$3,000 in March, 1905. to over \$6,000 in March, 1906. But Vic toria still maintains a good lead. The

IMPROVEMENTS MADE

Lloyd's Agent Considers Her Better than Any Previous Time Since Coming Here.

The report which Capt. J. G. Cox is spirits to-day. And he has more than about to send to Lloyd's as Lloyd's ordinary reason to be feeling in this agent in this city on the improvements condition. Until yesterday he was la- which have been made to the steamer Charmer furnishes some interesting information. There has been an impresmbermen, almost begging them to ample funds. Finances are now as- sion that the steamer, because of age, sured from different parties and there is not as staunch as she might be, but will be nothing stinted in arranging the report of Capt. Cox now made states that she is in a better condition as result of her recent overhauling telegram from Lord Rothschild announcing his intention to contribute than she has been before, since she \$1,000 towards the expedition. In ad- made Victoria her home port. The work which has just been don-

Society of London, England, have on the steamer, as itemized in the report mentioned, is as follows: Doubling or since she came here."

PATAL STRIKE R

FOUR PERSONS WERE KILLED DU

Three of the Dead Were Year Old Boy Slain Bullet.

Johnstown, Pa., Apr weeks of anxiety, the situ about by the controvers miners with the operato last night in a riot at this city, which finally e shed. Four are dead and jured and throughout town was patrolled by ar The shooting was brou assault upon the jail ma

rades who had been pla The riot occurred in the of the night and continu nours, working the resid a pitch that the night w ror. The dead are prine ers, and were miners w strike. They are Pietro tonio Mazuea and Pakl the leader of the mob. Curtis Kester, ten ye stander during the tre in the abdomen and w

miners who attempted to

hospital, where he died When the deputies fir they fled, leaving three ber on the ground dead ers refused to permit to remove the bodies, mained where they fell our this morning. The rioters were for of foreign element who

orating Easter Monday has always been great this section by them. streets of Windber nival appearance. The liquor consumed and m the influence of liquor When the trouble b constabulary that was immediately o and a special was pr

boisterous scenes

meeting was held w

throughout yesterday

clash occurred, and ex

er until Deputy Sherif

len appeared. The for

have an old standing a

He was for five years

Windber, and during

tion it is said made h

with the miners. The

len infuriated some

was looked on as a s

men rushed for him

made against his life

taking refuge in the

Davies. The crowd,

chase, and soon a

rounded the Davis h

until the occupants v

seek refuge with neigh

During this riot abo

ers were placed under

ed in jail. Under t

Paul Zills, who was

quently, the mob as

throwing stones and a

was at hand. The de

the jail, and with th

department tried to re

mob was persistent, a

ten to cooler heads, w

to disperse and go h

in on the jail began

puties. The latter t

onslaught with bayon

seemed that the depu

would go down befor

men, the deputies fire

done, however, before

volvers appeared in

strikers. But one vo

at the sound of the

More serious trouble

occur when the strike

morning and saw the

charge. There were

however up to 7 o'clo

broke and fled.

parently antagonistic

toward the scene miles west of this train was blocked and the troops did until after 4 o'clock At that time the t and no demonstration constabulary relieved puties that were pati and the beats were There were many

vation. Mr. Hovey has been farming

receipts here for the months mentioned totalled \$5,114.50 in March, 1905, while last month's were \$8,228.95,

TO STEAMER CHARMER

plate on shear streak from aft of the engine room to the forward of fore sary. In acquiring his schooner in Vic- head, consisting six plates on each toria the captain considers he made a side of five-sixteenth steel; on the port very cheap buy, but he had not figured | side on the water line seven new plates on labor being so high as it is on this and on the starboard side eleven plates; all the port holes have been overhauled, the ports having been May 15th is the date set on which taken out where necessary the Duchess of Bedford will set sail doubling plate put inside; all the port closed with steel plates; the boilers disconnected, lifted and the box keelsons Arctic. Two years' supplies are to be angle irons; new cement placed in the bottom; new angle iron keelson placed last until the schooner has returned between the bilge keelson and shea streak; all the keelsons renewed from the engine room through the boiler Mikkelsen in speaking of his vessel room and bunkers; all reverse frames greater jubilation than usual over his necessary in the boiler room; an entire prospects. "I have got - the mem- new bulkhead placed in the forward bers of my scientific party engaged end of the boiler room with water tight and all I need is a sailing master and doors to shut from the main deck; new one sailor. The party will consist of doubling plates on the engine room six members, including myself, as fol- bulkhead; the tail shaft withdrawn lows: Ernest de K. Leffingwell, my and the lignum vitae in the stern partner, a distinguished zoologist and bushing renewed; the engine and New York, April 17.-The anthracite artist; Ejnar Ditlevson, geologist; Vi. shafting lined and all the hull chipped. operators who are meeting here to-day Staffanssan, ethnologist; Dr. George cleaned and painted inside and outside Bowe, surgeon, and Chris Thursen, and the engine boilers and winches all thoroughly overhauled and put in first The crew will number ten, making class condition, "I consider," a total of sixteen men which the port concludes, "the steamer is in bet-Two operators are authority for the schooner will carry on leaving Vic- ter condition than she has been before

NIAGARA

Engineer Explains S More Water a Beauty of Washington, D. C.

Niagara Falls may beauty and grandeur time be harnessed to generators to revolu trial output of north was explained to the on rivers and harbors gation representing the ty Irrigation and wa H. L. Cooper, in ch

gineering features presented a plan wh be easily accompli would not only prese the amount of water American side of the also permit the use his company would out its plans. This p the bed of the river tance above the fall draw water from the He explained there jection to this, as the

now in force, provid division of the water known, he said, that Canadian side obtaine half the flow.