

## EMPEROR OF CHINA FROM FAR EAST

White Liner Brought News of  
Disastrous Storms Off  
Japan Coast

### MANY SHIPS AND LIVES LOST

Stowaways Found on C. P. R.  
Steamer Will Be De-  
ported

(From Tuesday's Daily)

The R. M. S. Empress of China, Capt. Archibald, R. N. R., reached port yesterday morning on her 32nd homeward voyage, with a valuable cargo, including 1,778 bales of silk and silk goods valued at \$900,000, and 19,445 packages of general freight, including opium, cigars, etc. There were 324 passengers, of whom 20 were in the saloon, ten of them being members of the crew of the steamer Tatar delivered to the Japanese government by the vessel. Hon. Rudolph Lemieux, Canadian envoy to Japan and his private secretary, Capt. Veret, were passengers from Yokohama. Other passengers were Mark Baggalay, a tea expert of Jardine, Matheson & Co., who made a number of trips in the Empress; Mr. Zett, a merchant from Taipei, Formosa; Capt. Dolfus, a French shipmaster, who had command of a China coaster and is returning to France; R. C. Blyth, Mrs. Moore and Miss Sands. Other saloon passengers were members of the Tatar's crew. Capt. A. H. Reed, came as chief officer of the liner. The other arrivals included A. S. Barber, purser; J. Gould, chief engineer; J. H. Davis, chief officer; R. Griffith, G. Hampden, W. Fernie, G. A. May, H. A. Patrick, E. Thomas and R. Winter.

The intermediate passengers numbered 41 and the steerage 274. Of the latter there were 12 Japanese, 43 Hindus, and 228 Chinese, of whom 46 were for this port. There were two stowaways, Arthur Moreland and James Clark, who were found hidden away on board soon after leaving Yokohama. They were ordered deported.

The Empress's voyage, only two rough days being experienced, one when near the meridian, the other on Saturday last when a strong breeze was blowing from the north, and off the northern coast of Japan heavy storms had been encountered shortly before the liner sailed. Heavy loss of life was caused off the Hokkaido coast. Nine steamers were totally wrecked, one with all hands. The Esashi maru, a Japanese steamer, was wrecked, and lives being lost. The Hitaka maru of the N. Y. K. was lost near Masugi, the Koel Maru No. 1 was stranded at Mombetsu, the Rabun maru, a steamer near Yakijiri, the Otsumi maru, a steamer near Soya, the Ryoha maru No. 2 was disabled and drifted to Masugi, the Kinyo maru, a steamer, was wrecked off the coast of Esashi, the Hitaka maru No. 3 at the mouth of the Sakata river, and the Kwannon maru near Kushiro.

Porty sailors were lost, with considerable loss of life. From Sapporo news was received that 538 fishing boats were wrecked or carried away by the storm, and over a thousand buildings were flooded by tidal waves, many being drowned. The American schooner Dolores, from Yokohama for Seattle, for which she was bound, was wrecked off the coast, her crew being saved.

The Blue Funnel liner Mennon saved most of the crew of the Esashi maru, the Teno maru, taking off 15 survivors and carrying them to Yokohama.

News was brought by the Empress of China that two highly improved submarine mines have been invented by Commander Ota and some Yokohama naval officers for the Japanese government. If financial arrangements can be made the navy department proposes a 13,000 tons cruiser, with speed of 25 knots, superior in armament to armor to the British cruiser Invincible.

From Vladivostok news was received of an attempt to blow up a fort, some placed by the Japanese, for that purpose having been discovered by loyal troops. Two officers sentenced to death for taking part in the recent mutiny were freed by soldiers, paraded to shoot them. The soldiers refused to shoot and released the officers, who were recaptured and taken to Nicolayevka, where they were executed. The soldiers refused to execute them, and the condemned men were sent to Tschita.

News was received from Seoul, that a forlorn hope of Korean revolutionists tried to invade the Korean capital, but were repulsed by Japanese troops with heavy loss on the east gate.

**Famous Surgeon Dead.**  
Philadelphia, Pa., Jan. 7.—A private cablegram from Berlin announces the death of Dr. Albert Hoffa, the famous rhinoplasty surgeon. He is credited with having originated the methods which developed the bloodless cure for congenital hip disease as practiced by Dr. Adolph Lorenz.

**Against Standard Oil.**  
New York, Jan. 7.—The hearing of the government to dissolve the New Jersey holding corporation, the Standard Oil company was resumed today before Special Examiner Ferris. Voluminous documentary evidence taken from previous actions against the company will occupy the attention of the examiner till Monday. This testimony the government hopes to prove through alleged admissions by employees of the company that the Standard Oil company accepted rebates.

**G. N. AT MICHEL.**  
Mr. Hill's Road Will Soon Compete  
More Strongly for Crow's Nest  
Coal Traffic

Vancouver, Jan. 7.—By February transportation facilities for marketing the product of the Crow's Nest Pass coal mining district will be increased by the opening of the Great Northern extension from Fernie to Michel. The road, which has been under construction for the last two years, is 23 miles long. The line follows the creek from Michel to Fernie, where it connects with the Hill road. Practically the route of the new line is the same as followed by the Canadian Pacific, Coal creek being the only outlet from the mines possible for a railroad.

The construction of the Fernie-Michel branch has been delayed, it is estimated, about \$75,000 a mile for

the grading and track. The great Northern will be, when the line is in operation, an active competitor of the Canadian Pacific for the coal and coke of the Crow's Nest Pass Coal company.

"The output of the mines in British Columbia is increasing with the demand for coal and coke, which is constantly growing," said H. G. Ferris, one of the representatives of the Crow's Nest Pass Coal company. "All the roads that may build into the district will have all the business they can do for the transportation of the coal and coke. Improvements which will cost more than \$1,000,000 are now in progress in preparation for increasing the output."

**The Harrison Tragedy**  
Newark, N. J., Jan. 7.—A complaint formally charging Theodore Whitmore with the murder of his wife was drawn up by Justice Brangan today. County Physician Conners has refused to issue a burial permit for the body of the murdered woman until next Friday.

### "THE THUNDERER"

Change in Management of London Times May Mean Its Advocacy of Tariff Reform

London, Jan. 7.—The formal statement of the change in the management of the Times, which will appear in the newspapers tomorrow, states that the business management of the paper will be reorganized by Mr. Pearson, and that "the editorial character of the paper will remain unchanged, and it will be conducted as in the past, on the independent party politics."

"The change in the organization requires the sanction of the court before being effected. Despite the formal announcement of its editorial policy would not be changed, it is generally believed that the change in the management of the Times has been made in the interests of tariff reform."

It is understood that Sir Alexander Henderson, who played a leading part in the recent fusion of the Great Central and Great Northern railroads, is associated with Pearson in the Times deal. He is a strong tariff reformer, in addition to being a successful railway administrator, and is largely interested in South African railroads. Sir Alexander Henderson was largely instrumental in the success of the Manchester ship canal.

**Rendering Final Aid**  
Ottawa, Jan. 7.—Judge Middel today fined the Young rendering plant \$2,000 for maintaining a menace to the health of the city at Clarkson.

## SALVATION ARMY NAME IN DISPUTE

Suit to Prevent Its Use by Organization Formed in the United States

New York, Jan. 7.—The question whether the Salvation Army, of which General Wm. Booth is the head, has the exclusive right to use that name in the United States, was argued in the Supreme court today. The arguments were on an application for a writ of habeas corpus to restrain the American Salvation Army from longer using that name.

General Wm. Booth, the head of the American Salvation Army, says that he was forced to live in Brooklyn last summer as a result of threats made by District Attorney Clark, after he had been arrested on a charge of vagrancy and discharged in the magistrate's court. He is at present at the headquarters of his organization in Philadelphia.

Former Justice D. Cady Herrick appeared for the Salvation Army in the United States, of which General Booth is the commander. "The practical effect of this defendant's organization," said Justice Herrick, "were such as not only to bring discredit upon themselves, but also on us."

Wilson Lee, counsel for the defendants, argued that his organization has a right to the name it uses. "We were incorporated under that name in Dauphin county, Pennsylvania, and in the city of Philadelphia," he said. "We have spread throughout twelve or more states, and we have 65 posts with 175 officers."

At the conclusion of arguments, counsel were instructed to hand up papers on Friday.

### MOUNT ROYAL'S VOYAGE

Officers Report Weather as Worst Experienced on Atlantic for Many Years

Queens town, Jan. 7.—The Mount Royal's officers described the weather after leaving the Lizard as the worst experienced on the Atlantic for many years. An awful hurricane raged, continuing for days, making the conditions fearful for all on board. Fortunately the steamship had a huge fire in the cabin, and the crew, doing thing humanly possible was done for the comfort of the passengers who were compelled to spend such a memorable Christmas on the Atlantic. Despite the terrible experience, there was only one case of serious illness, that of a baby, which died on reaching Queens town.

### RUSSIAN IMPERIAL FAMILY

Celebration of Christmas—Considerable Improvement in Health of Empress

St. Petersburg, Jan. 7.—The Russian Christmas, which commences thirteen days later than the day set for the observation of the feast by the Gregorian calendar, was celebrated today by the members of the imperial family in a very splendid way.

A Christmas tree with presents for Alexis, the little crown prince imperial, and his sisters, was set up in the apartments of the empress. Only members of the immediate royal entourage were present.

This evening Emperor Nicholas was present at two Christmas trees in the palace. He was accompanied by another for the Cossacks. The emperor made short speeches, in which he thanked the soldiers for their valiant services, and bestowed a number of medals.

The empress has made considerable improvement in the last few days. The doctors now describe her illness as "ordinary influenza," but still her majesty will not be able to attend the

## PORT PATRICK IS TWICE IN DANGER

First Strikes Columbia Bar  
Lightship and Then on  
a Shoal

### SHIP'S CARPENTER IS LOST

Washed Overboard in Storm—  
Comes Here for Nec-  
essary Orders

(From Wednesday's Daily)

The British ship Port Patrick, which was towed into Royal Roads yesterday morning by the tug Sea Lion, had a narrow escape from disaster when she grounded on a shoal off the vicinity of Gray's harbor the morning after her collision with the Columbia river lightship. The ship's carpenter, Ipson, a Dane, shipped at Portland, was washed overboard and drowned. The ship, which loaded with 2,500 tons of wheat taken on at Portland, was a score of times heavily by the stern, meanwhile lying heeled over on her beam with great seas surging over her.

The collision with the light vessel, which was in a dangerous position, was but a minor episode with the second accident, which almost caused the loss of the Port Patrick with all on board, for Capt. Santy said no boats could have lived in the sea that was running when the vessel bumped on the shoal. When he was deep in the flooded cabin, with the engine water surging about to get rockets to set up signals of distress in the early morning of Saturday last, he did not anticipate that those on board would see another day.

The Port Patrick left Portland Jan. 3 for Queens town for orders with wheat loaded by the Portland Flouring company. After the tug Sea Lion, which was towing her, was blown off the Columbia lightship. The sails were backed, but the way was not stopped and, lifting in the swell, the boom of the sailing ship, which was serious injury to the light vessel. The Port Patrick grazed along her side, hitting the lightship as she fell with the boom, and the sails, which were boards, house and lifeboat. The bowsprit and head gear of the ship carried away.

The Port Patrick when freed from the moored vessel bore down toward North Head trying to signal asking the assistance be sent to the lightship, the captain fearing that loss of life might occur, as he believed the vessel to be in a dangerous position. There were two tug towing in the French bark Geuthary, and the Port Patrick flew signals for a tug and a pilot. Neither were sent, much to the indignation of the Port Patrick's crew. All afternoon he stood off the shore, waiting vainly for assistance. Meanwhile the life savings crew from Cape Disappointment went off in response to the signals made for help, and the tug Tatosah after dropping the French bark proceeded to tow the lightship's assistance, towing her to Portland.

Nightfall saw the Port Patrick still holding off the bar with topsails set when a strong gale started to blow from the southwest. The sea rose great, and by midnight a tremendous sea was running and the ship was down running before a terrific wind. The vessel was endeavoring to keep the vessel off the Columbia, hoping to find a tug next day. The darkness of early morning the vessel, weakened by the loss of her head gear, was severely beset by the storm. Great seas were running, and the decks, the cabin skylight, were smashed and the cabin flooded, while foaming water swished about the foremast because of the broken headgear, the vessel rolled in the trough of the seas, swinging from beam to beam.

About 5 a. m. on Saturday, when the ship was lifting in great seas off the Washington coast in the darkness, she bumped heavily by the stern, the vibration shaking some of those on deck from their feet. The vessel was on her beam, the carpenter, who was on the breakers were heard roaring as the high sea broke on the shoal. Had the ship remained upright it would have been impossible to reach the deck, but lying over the sea, the breakers, and living over the sea, the carpenter, and swept him away. No one saw how he died. Boyle, an able seaman, was washed overboard broken port, but was washed back on board by another sea, when the ship bumped fully twenty minutes the ship bumped.

Fearing his vessel would be totally lost and knowing his boats could not live in such a sea, Capt. Santy set out distress signals. The rockets were fired in his cabin, and he tried to fight his way to the locker, but he was waist deep. He clambered out, holding the rockets arm-high, and set up flares to signal the desperate condition of the ship. At last, shaking like a wet terrier, the vessel freed herself, and with cargo shifted, sails blown away, list and leaking, flooded and generally crippled, drifted off. There before a southerly wind in the early morning. Daylight was never more welcome than to the worn-out crew on Saturday morning.

Capt. Santy, when daylight came, began to investigate the condition of the vessel. He called to one of the sailors to get the carpenter at, to sound the bells, but none came. All hands were then mustered aft, and the names read from the articles. All answered, except Ipson, and none knew what had happened. Two seamen were injured. All were thoroughly fatigued, but again hopeful now that daylight had come. The ship was some fourteen miles distant with deep water all about. It was expected, when daylight came, that another ship would have been seen, a red and white light having been made out, which was a vessel which led them to think that another vessel had met disaster during the night.

The mate reported the rudder damaged, cargo shifted and the vessel leaking. Capt. Santy then endeavored again to get off the Columbia river bar, but there were no tugs in sight, and the vessel rolled and pitched with signals for tug and pilot flying. The captain is bitter when he speaks of the turbulent service at Columbia bar, he said yesterday. "If the Port had been off any other port with signals for a tug flying she would have been in port the same afternoon."

Heavy weather was again experienced on Saturday morning. The Port was in a heavy gale, with the wind changing from southeast to southwest and west. Capt. Santy despaired of getting into Astoria and stood off the coast, waiting for the Straits of Juan de Fuca on Monday afternoon, being picked up about 14 miles off by the tug Resolute which turned her over to Sea Lion Capt. Santy, when the vessel brought her to port early yesterday morning.

The ship will be repaired here. Her cargo will be discharged at this port, and the hull then be surveyed and tendered called by the underwriters for the necessary work, which, it is expected, will be extensive. The captain tance that on sounding the bells since arrival the craft does not appear to be making nearly as much water as when at sea.

The Portland Telegram says Capt. P. J. Werlich, inspector of the light-house district, estimates that it will take from \$5,000 to \$6,000 to repair Lightship No. 50, with which the British ship Port Patrick collided off the mouth of the Columbia river last week. The disabled vessel has been towed into Astoria, where the captain made a thorough inspection of her. Her hull was smashed in, thirty feet of the bulwarks wrecked and a section of the side of the ship above the water line torn out.

The ship's thorough inquiry into the matter the inspector learned that the Port Patrick was towed out to sea through the south channel on Saturday morning. The tug was released by the tug was fully five miles from where the lightship was lying. No storm was on and a favorable wind was blowing. It appears strange to the inspector that the cause of the accident that the big windjammer should get so far out of her course as to collide with the light vessel.

When released by the tug the Port Patrick was well clear of the buoy stationed at the outer entrance of the south channel. Had she been taken a little further into the lightship, it is likely not have occurred, it is said. More than a year ago, Capt. Werlich says, he requested the pilots to take the sailing vessels out a greater distance from the lightship, and to do just in order to avoid such accidents. He was led to do this principally from the fact that an Italian ship, which was towed into the lightship, missing her less than 100 feet.

Had No. 50 been an iron vessel, Capt. Werlich is of the opinion that she would have been sunk by the Port Patrick.

### PREMIER MCBRIDE'S REPLY

Victoria, B. C., Jan. 7.—To the Editor, the Colonist, Sir:—In the Vancouver World of Jan. 4, and the Victoria Times of Jan. 6, there appears a letter signed by Sir Wilfrid Laurier in which it is stated that in referring to certain words uttered by him at a public meeting in Ottawa on Dec. 3, in reference to the question of the Ontario copper pool, he misquoted in my address at New Westminster on Dec. 20. The quotation I made was from a report of Sir Wilfrid Laurier's remarks appearing in one of the principal Liberal newspapers, the Ottawa Free Press, of Dec. 4. So far as I am concerned, a copy of the report had been made between the time it appeared and when I spoke at New Westminster, nearly three weeks later; I had, therefore, no opportunity to assume that it was accurate. I may add that I also included in my quotation the paragraph following to which Sir Wilfrid Laurier alluded in his letter. My action in the matter was perfectly fair and open and does not for a moment warrant the most unjust charge in the letter. I believe that the Victoria Times that I "willfully misquoted the federal premier." Yours truly, RICHARD MCBRIDE.

## BRITISH SOLDIERS FOR THE GARRISONS

Change to Be Made in Respect  
to Work Point and Hal-  
fax Forces

Halifax, Jan. 7.—It is generally accepted that the garrison will be replaced by a complete corps from England in April. The Canadian government will pay the expenses as at present, but the troops will come from the British Islands, Canada and the United States, and they cost more than the troops from Great Britain.

One are out that no more recruits will be accepted for the Halifax garrison, and that enlistments for the various corps must cease. Soldiers wishing to take their discharge before their term expires are being allowed to do this without buying themselves out, as formerly. Contracts for military stores are being made out to the end of March.

These facts are said to foreshadow the resuming of the garrisoning of the bases in the east and the west by Great Britain.

**Landlords Threatened With Fire.**  
New York, Jan. 7.—Threats that their buildings will be burned if they evict the tenants flooded east side landlords yesterday with warnings on postals, worded as follows: "We will move, but after you have had a chance to get your things out of the building, we will fire department will visit you. (Signed) The Red Flag." Color was lent to the threats by the fact that the landlords' street tenement, where the requests for lower rents had been refused.

**Trainmen's Chairman Injured**  
Carleton Place, Ont., Jan. 7.—Peter Steele, chairman of the Brotherhood of Trainmen, lost both legs while attempting to jump on the moving box express here this morning. Steele stopped here for breakfast, and was going to Carleton Place, where he was to start a tour of inspection. He fell under the wheels. He was taken to a hospital at Ottawa, and is now in a critical condition. He was formerly a conductor on the C. P. R., and belongs to Toronto Junction, where his wife and family reside.

## HEINZE INDICTED BY GRAND JURY

Charged With Over-Certifying  
Checks on Mercantile Na-  
tional Bank

### EXPLANATION BY COUNSEL

Affair is Outgrowth of Attempt  
to Corner United States  
Copper Stock

New York, Jan. 7.—Indicted by the Federal grand jury for the over-certification of fifteen checks, representing an amount of \$400,000, and drawn by the firm of Otto Heinze & Co. on the Mercantile National Bank, Augustus Heinze, the copper magnate and former president of the Mercantile National bank, surrendered himself to United States Commissioner Shields today, and later was released on \$40,000 bail. Heinze will be formally arraigned to plead to the indictment before Judge Chaffin in the Circuit court.

Edward Lauterbach, counsel for Heinze, stated tonight that his client did not willfully over-certify to the checks, as he had drawn a check to the credit of Otto Heinze & Co. for an amount of \$500,000, which the book-keeper of the bank failed to enter in the books until a day after certification of the checking question.

The indictment of Heinze by the Federal jury, which has been investigating the Mercantile and other banks tied with the Heinze and Charles W. Moore interests, is the aftermath of the collapse of the Heinze pool in United Copper, and which brought about the suspension of Grosvenor Kleberg stockbrokers, and subsequently resulted in the resignation of F. Augustus Heinze from the presidency of the Mercantile National bank, after an examination of the institution had been made by the clearing-house committee. He asserted that he had been betrayed by his friends in the United Copper pool.

Heinze had been informed quietly that the indictment charging him with the over-certification of fifteen checks, all drawn on October 14, just before the smash in United Copper, had been issued by the Federal grand jury on December 2, and that his appearance would be required today. Without awaiting the service of a bench warrant, he with his counsel appeared at the Commissioner's office this evening. The proceedings were short. Heinze pleaded not guilty, and bail was furnished immediately by a money order for \$100,000. The proceedings were concluded Heinze told the newspaper men that he did not care to make any statement, and hurried away with his counsel.

After an examination of the indictment, which contains thirty counts, Counsel Edward Lauterbach tonight made the following statement: "The indictment is based upon the certification of fifteen checks, amounting to something over \$400,000, drawn by Otto Heinze & Co. on the Mercantile National bank of October last. Before the certification was made, F. Augustus Heinze obtained the amount of a note for \$500,000, secured by abundant stock exchange collateral, worth more than the market rates of that day more than \$800,000, and drew his check for \$600,000, the credit of Otto Heinze & Co., the amount to which should have been passed to their credit. I think there consequently was no willful intention to over-certify any check, not to the credit of Otto Heinze & Co., but to the credit of the bank. Certification is practiced every day in Wall street by all the banks as a matter of business necessity. On the contrary, the stock was sold at more than the amount of the checks appearing to the credit of the account of the drawers of the checks when they were certified. I believe that the grand jury could have understood the situation correctly no indictment would have been found."

About 3 a. m. on Saturday, when the Mercantile National bank, over-certified fifteen checks. It was guaranteed by the bank signature, that the sums indicated in the checks were held by the institution to the credit of the drawer. To over-certify bank paper is, under the federal statute, an offense punishable by imprisonment of not less than five years and not more than ten years.

The troubles of Augustus Heinze began with the bull campaign started by Otto Heinze & Co. and associates against the United Copper Co., in the stock of the United Copper Co., which Mr. Heinze had organized and developed after his long fight with the Amalgamated Copper company in 1905. The stock was selling at 90 when a mysterious selling was detected. Believing it to be an effort to raid the stock by short sellings, Otto Heinze & Co. gave unlimited buying orders to various brokers, believing that when the time came the bear operators would be unable to cover their contracts except at such prices as the Heinze dictators wanted. The United Copper continued, and to purchase the stock offered, Otto Heinze & Co. were forced to draw checks for large amounts to various brokers. When the price of the selling was ascertained, the Heinzes declared that they had been betrayed by friends, who sold their holdings of United Copper on the high market.

The United Copper stock slumped, and Gross & Kleberg, stock brokers, suspended, claiming that Otto Heinze & Co. failed to take up the stock of the United Copper which had been sold for them. A crisis was provoked in the affairs of the Mercantile bank, and the clearing-house committee made an examination, following which Heinze withdrew from the institution, but with his friends, still maintained a stock control, which he had purchased several months before from Edwin Gould. There have been reports recently in the financial district that the Heinze interests would again assume control of the Mercantile Bank.

F. Augustus Heinze was born in Brooklyn about forty years ago, and was graduated with honors from the Columbia School of Mines. He went west, where he made a success of working out abandoned mines. He then went into British Columbia, where he built the Trail smelter and started the Columbia and Western railway. Later he returned to Montana and developed the famous Minto lead mine, after Marcus Daly had abandoned it as worthless. Heinze engaged with the Amalgamated Copper company in the Minto mine, over-

claims, which was finally settled. The firm of Otto Heinze & Co. is made up of Otto Heinze and Arthur P. Heinze, two brothers of Augustus Heinze, and one or two other members.

**Assumed New Duties.**  
Ottawa, Jan. 7.—James Hunter, formerly private secretary to the minister of public works, has assumed his new duties as assistant deputy minister of public works.

**Vancouver Teachers.**  
Vancouver, Jan. 7.—Two important appointments have been made to the high school staff and five appointments and promotion made to the school staff. Dr. Whittington, former principal of Columbia college, and Montague Saunders, principal of the school at Golden, are the new appointments to the high school staff. Miss Madge Parkinson, and Miss Edna Knight are the appointments to the Public school teaching staff. H. B. King has been appointed principal of the Kitsilano school. Angus Clark, principal of Fairview school, and R. Sparling of Aberdeen school.

### GRAND TRUNK PACIFIC

Hon. Mr. Tatlow States That No Arrangement Has Been Made to Start Work

Vancouver, Jan. 7.—Hon. Mr. Tatlow said today that no arrangement had yet been concluded with Mr. Wainwright for the building of the Pacific regarding the starting of work. Mr. Tatlow added that he hoped arrangements would be completed whereby work would soon start on the Pacific men in the country, for there is no use bringing men here without providing employment.

**Scott Act in Moncton.**  
Moncton, N. B., Jan. 7.—David McCleave, was today sentenced to one month in Dorchester jail for violating the Scott Act. Mrs. McCleave, the proprietress of the Windsor hotel, and Henry Cormier, another hotelkeeper, were given the same sentence. The sentence on Mrs. McCleave is the first ever given under the Scott Act violation. Moncton barrooms are now practically closed.

**On Charge of Murder.**  
Brantford, Jan. 7.—John Torrence, who shot a farmer on Christmas night, was arraigned before Police Magistrate Crawford here today. Torrence was committed for trial at the spring assizes.

**Paris, Jan. 7.—Prince Stanislaus** Poland was the subject of the historic Polish speech of that name, is dead.

## SELECTION OF JURY IS SLOW PROCESS

Only Three Definitely Chosen  
So Far For Trial of Harry  
K. Thaw

New York, Jan. 7.—Three jurors sworn to serve on the trial panel for the Thaw case, but the selection of the rest of the jury will take two days and six sessions of the trial before Judge Dowling in the criminal branch of the supreme court.

In addition to the trio who are oath-bound to well and truly try the case, there were in the jury box at the close of the night sitting four tentative jurors who are still at liberty to permit to challenge by either side. The task of filling the five vacant chairs will be resumed tomorrow morning, when the court will select the jury. Men summoned on the original omnibus panel of 300 will report for examination. In all, 95 proposed jurors were called and questioned today, as against 57 yesterday.

At the close of the afternoon session today, the jury box was completely filled, and hopes ran high that at least a majority of the men tentatively chosen would prove acceptable to both sides. With the beginning of the evening session, however, all such hopes were dissipated. When the suddenly descending storm of peremptory challenges cleared away there were but three, and it was agreed that they should be sworn in tomorrow morning. The three are Grammel, Naething and Cary. Following the administration of the oath to these three men, counsel announced that the jury box would be filled before any more peremptory challenges were exercised.

The four provincial jurors are: Geo. C. Rapprecht, a salesman; Moses Greenblatt, an insurance agent; John Maginn, retired broker, and Thomas F. Cranston, a printer. Forty tentative jurors were examined at the evening session, which closed at 10:30 p. m. One of the tentative jurors in the box created somewhat of a sensation as the afternoon session opened by announcing he had lost his gold watch valued at \$100, and was unable to furnish it into court. Detectives were assigned to the case.

**Married a Canadian.**  
Birmingham, Ala., Jan. 7.—Miss Catherine Corner, daughter of Governor and Mrs. B. B. Comer, was married today by W. Morley Baker, of Port Dover, Canada.

**Railway Rumor Denied.**  
St. Paul, Minn., Jan. 7.—Rumors coming from the east that a receiver has been appointed to take over the Chicago Great Western met with denial this evening by officials of the road here.

**Employers' Liability.**  
Washington, Jan. 7.—Senator Knox of Pennsylvania, who has taken much interest in the litigation growing out of the employers' liability act, today declared to be unconstitutional in the Supreme court of the United States yesterday. Today introduced a bill which is intended to remedy the defects in the present law. The bill is so drawn as to make it applicable to all corporations engaged in such commerce as Congress has the undoubted right to control.

**Winnipeg Civic Affairs.**  
Winnipeg, Jan. 7.—At the meeting of the city council last night, the report of the committee on business was adopted, involving drastic changes in the present method of assessment and reducing the taxation of utilities by 65 per cent. The legislative committee was instructed to inquire into and report on a method of compelling the city voters' list in order to enable every citizen entitled to vote to enjoy the franchise without the necessity of registration.

The Bank of Nova Scotia and the Royal Bank have opened branches in

## EXCLUSION BILL WILL BE PRESSED

Position of California Repre-  
sentatives on Japanese  
Immigration

### COUNT HAYASHI SPEAKS

Viscount Aoki Reiterates His  
Denial on Eve of De-  
parture

Washington, Jan. 7.—Representatives Hayes and Kahn of California today discussed with President Roosevelt the Japanese immigration question. The Hayes bill for Japanese exclusion will be pressed by the California delegation, although it is understood the President has not changed his attitude with regard to this measure in view of the pending diplomatic negotiations between Japan and the United States.

**Foreign Minister's Statement.**  
Tokio, Jan. 7.—In reply to a cablegram which the Matsin sent to Count Tadasu Hayashi, asking with regard to the Japanese government's sentiments on the Japanese-American situation, the Japanese Foreign Minister has sent the following statement: "Our negotiations with both the United States and Canadian governments are characterized by eminently cordial feelings. There are no insurmountable difficulties in the way, and we have every reason to believe that a satisfactory settlement will soon be reached."

**The New Ambassador.**  
Tokio, Jan. 7.—While the selection of Baron Takahira, Japanese Ambassador to Italy, was being discussed, Aoki at Washington, has not been officially announced, it is admitted at the foreign office that the appointment has been decided upon.

The Associated Press understands that instructions have been forwarded to the Japanese charge d'affaires at Washington to announce to the state department the appointment of Baron Aoki from America.

**Viscount Aoki Departs.**  
San Francisco, Jan. 7.—Viscount Aoki, Japanese Ambassador to America, who has been recalled from Washington by his government, sailed for home this afternoon. Before he sailed he said: "I have not discussed or made any statement upon immigration or any business diplomatic matter, since my departure from Washington, all reports to the contrary notwithstanding."

Many Japanese and several local government officials were at the docks to see the Viscount and his party off.