

C. P. R. TO IMPROVE BOUNDARY LINE

Large Sum Will Be Spent This Year—Steel Bridge to Replace Wooden Structures

Nelson, March 31.—The officials and staff of the local mechanical and engineering department of the C. P. R. have a year of strenuous activity before them according to information obtained from C. S. Moss, resident engineer for this division of the railway. Although no exact figures of the actual amount appropriated by the company for expenditure upon improvements to the different lines in this district have been given out it is understood that the total is by a considerable amount larger than any granted in previous years.

In accordance with the plans of the company inaugurated some three years ago a large proportion of the sum allotted to the division will be expended upon the Boundary line. On this stretch between Metlakatla and Midway a distance of about 126 miles this year's plans cover the erection of two steel bridges to replace existing wooden structures, the filling of some five or six other bridges with concrete, and the replacement of the present light metal and approximately the same mileage of rebolasting. The new steel bridges will be built near Cascade and Greenwood, and the filling of one bridge has already commenced at Fisherman. The location of the remaining fills have not been announced.

The new rails will be 55-pound instead of 73-pound, and the new ballast will be in accordance with the heavy rails.

Another large expenditure of money this year will be made upon a new carter shop which is to be built here for the mechanical department.

At Proctor a gang of men are at work making repairs to the wharf and slip. The wharf is about half a mile in length, and when the repairs have been finished will be much heavier built than at present.

SOLD FOR TROOPSHIP.

Old White Star Liner Germanic Purchased by Turkish Government.

Liverpool, April 1.—Departing March 16 from the Mersey for the last time, to take up her position as a troopship of the Turkish government at Constantinople, the old steamer Germanic of the White Star line, left the Mersey for ever, having been sold to the Ottoman government. She has for some time been undergoing extensive alterations and overhaul, and is able to maintain a speed of 18 knots. On a trial trip a few weeks ago this speed was attained, being four knots above the contract speed. She has a number of Turkish naval men on board and will be delivered to her new owners by Capt. Borg.

It is interesting to recall the early days of the Germanic. She was built at Belfast in 1874 with a tonnage of 5,071 tons. She is 455 feet long, and was the ocean greyhound of her time. It was on May 20, 1875, that she left the Mersey on her maiden voyage to New York, her passengers embarking by tender from the stage, and she arrived at New York on May 30, taking nine days from Queenstown. She, however, improved on this, for in 1891 she made a passage from Queenstown to New York in 7 days and 37 minutes at a speed of 16.10 knots. The White Star line had then the fastest liners afloat, and with her sister ship Britannic, the Germanic made some notable passages. Their saloon lists have included many world-famed personalities, and they were probably among the most successful ships ever built. The Germanic was afterwards transferred to the Dominion line under the name of "Ottawa," and made some record passages to Canada.

COULDN'T RETAIN SAILORS.

Captain of Steamship Belle of Scotland Tried to Beat Boarding Houses.

Tacoma, March 31.—An attempt by Captain Nuttman of the British steamship Belle of Scotland, to beat the sailing boarders in San Francisco, came to an inglorious finish to-day, when two members of the crew demanded and obtained their discharge from the boat from British Vice-Consul C. E. L. Agassiz.

On leaving San Francisco Captain Nuttman ignored the boarding houses and took two men, P. Pillaluga and L. Casaja, to sea without signing them. He intended having them sign the ship's articles after they passed out of the Golden Gate harbor, but once on the high seas Pillaluga and Casaja developed an obstinate streak. They refused to sign and as both are pretty good sea lawyers, the captain found himself in an odd position. Tacoma was his first port after leaving San Francisco and he could not get rid of the men.

As soon as they could get away from the vessel Wednesday morning, Pillaluga and Casaja hastened to the British vice-consul's office and demanded that he sign them off the steamship. As they were clearly within their legal rights, there was no other course to follow.

The departure of the two men leaves the Belle of Scotland nine short in her crew. Two Japanese deserted just before leaving San Francisco, and five white sailors deserted on the boat's arrival here.

The Belle of Scotland is loading 4,000,000 feet of lumber for Australia, which will be the largest lumber cargo to leave port this season.

Applications were opened Friday night by the council for the clerkship in the city treasurer's office, and on the third ballot J. Andrews received the appointment, getting a majority vote.

The Jordan is the most crooked river known, measuring two miles and thirteen miles in a distance of sixty miles.

LAUNCHING AT SEATTLE.

New Cannery Tender Kennamora Slides Into Waters of Sound—Splendid Vessel.

Seattle, April 1.—In the presence of her owners and representatives of the prominent cannery concerns of the Northwest, the new cannery tender Kennamora, designed to be the fastest heavy duty vessel of her type afloat, was launched on Thursday afternoon at Georgetown. Miss Grace Geary, sister of L. E. Geary, who designed the vessel, christened her, breaking the customary bottle of champagne over the Kennamora's bow.

The new vessel was built for the Pacific American Fisheries. It is expected that on her trial trip she will develop a speed of thirteen statute miles per hour. She has the distinction of being the largest vessel of her type ever built.

The Kennamora is 55 feet long, 16 feet on the beam and has 7-foot draft. She is equipped with 100-horsepower, heavy-duty gasoline motor, and has a nine-horsepower motor for brailing the fish traps. She also carries six horsepower direct-connected lighting outfit, designed to operate a powerful searchlight, which is to be used to locate the traps under cover of darkness. She is built to carry fifty-five tons of fish in her tanks.

The new tender was built in the shipyard of Johnson Brothers & Blanchard and is finished inside and out like a private yacht, in mahogany and white enamel throughout the pilot house and owner's quarters.

MANY BY-LAWS AT NEW WESTMINSTER

Ratepayers Will Also Vote on Proposed Civic Gas Plant

New Westminster, March 31.—The property owners will have a large number of questions to settle on Wednesday, April 12, for that is the day on which they will be given an opportunity to vote on the numerous by-laws which have been before the council since the first of the year.

In addition to the debenture by-laws, a referendum will be submitted to the people, asking them whether it would be advisable for the city to procure a gas plant. The city at present owns the local electric light and power plant, and it nets considerable profit to the city each year. The local gas plant is considered inadequate as it does not extend far enough. If the referendum is passed by the people, the city council will proceed immediately to install a complete new gas plant. A by-law would probably be put to the people for this purpose.

Two by-laws were passed at the special meeting of the council—a school by-law for \$25,000 and the debenture by-law for \$15,000. The school by-law provides for a school site in the North Central part of the city, \$12,000, and a school building on same \$40,000, a school in the south end, \$40,000, and a school in Queensborough, Lulu Island, \$3,000.

No provision is made in the high school by-law for a site, and it is evidently the intention of the school board to acquire the site on their own. A property known as Tipperary, there has been considerable discussion as to whether the school should be built there and numerous protests have been made. The council therefore decided to have a referendum to decide the point. They will ask: "Are you in favor of building a high school on the property known as Tipperary Park?"

Other by-laws which will be voted on are: Water extension, \$35,000; parks improvement, \$35,000; light extension, \$25,000; city stables, \$20,000; city storehouse, \$15,000; public schools, \$95,000; high school, \$75,000. Besides these, the council has passed a by-law for street improvement by-law, \$200,000; the Lulu Island by-law, \$30,000, and the fire hall and apparatus by-law, \$12,000, although passed last year and part of the money spent, will have to be re-submitted. Another by-law which will have to be voted on again is the incinerator by-law for \$20,000, which was passed last year and the council has decided not to build an incinerator, but in the two by-laws, one for \$10,000 for harbor improvements and one for \$5,000 for health protection. This makes a total of \$662,000 in by-laws to be voted on.

BUSINESS IN STATES.

New York Banker Says Capitalists Are Awaiting Decisions of Supreme Court.

Portland, Ore., March 31.—"Business throughout the United States is good, though not up to the top notch," said Frank A. Vanderlip, president of the National City Bank of New York, here to-day.

Vanderlip is en route to the east after a tour of the southwest. He declared that while business is good and prospects for crops are promising, capital money is not active, for the reason that investors are waiting the decision of the United States Supreme court in suits involving the anti-trust act.

In discussing the financial lethargy, Vanderlip said:

"The Supreme court decisions in the Standard Oil and American Tobacco cases will have much to do in affecting the concentration of capital in enterprises that in any way infringe the anti-trust law. Capital is awaiting the decision before investing."

The opening of the tariff question by congress also has its relative power of depression. There are other depressing influences too, but despite all of these there exists in this country a hopeful, optimistic feeling."

Vanderlip will return to the northwest states before returning to New York.

Bareira, on the East Coast of Africa, is a zinc city. Houses, household utensils, and everything else possible made of zinc. This metal is the cheapest material that will withstand the humid climate for any length of time.

NO VALID OBJECTION TO RECIPROCITY

Grand Trunk Official Says Many Fruitgrowers Are Coming to B. C.

A six weeks' tour through western Canada and down the Pacific slope as far as Southern California, without finding a single man with a valid objection to reciprocity other than sentiment is the record of W. P. Hinton, general passenger agent of the Grand Trunk Pacific railway, who returned to Winnipeg a few days ago.

Mr. Hinton of course takes an absolute stand on the question, and told the reporter just what he experienced. "This talk," he said, "about the fruit growing industry in British Columbia being killed by the pact does not seem to be consistent with fact, for there is a great movement now and will be a greater movement of the fruit men of Southern California to the fruit valleys of British Columbia, particularly the Skeena river district. The pact is inciting immigration to a very great extent and is interesting Americans in Canada to a greater degree than ever before."

"I was all the way down the Pacific coast interesting the Americans in Canada, and I have discovered that the coast people of the States, while particularly attracted by the fruit valleys of British Columbia, will not come to the prairie provinces. The colonization of central British Columbia is going ahead at a very rapid pace, and are large numbers of settlers moving northward from the western states, particularly Southern California. "While out west I was surprised at the number of British capitalists I encountered throughout the country looking over the territory as a field for investment."

Concerning the progress made in the construction of the road, Mr. Hinton spoke very favorably. "Several great works are under construction in addition to the lengthy programme recently made public. These include, at least several divisional points and at least two hotels. The hotels will be built at Regina, Edmonton, and Whitecourt, and are yet known about them. Mr. Hinton stated that a hotel would not be of service to them that cost under half a million."

While the exact location of the yards is not yet decided, they will be on the Calgary branch, on the main line west of Edson, and east of Prince Rupert, and at Regina. These are works that will be rendered necessary by the construction of lines planned for 1911.

LAST OF SONGHEES.

Will Leave Old Reserve During Next Week For Esquimalt.

During the course of this week the last Indian will have left the Songhees reserve to take up his new quarters in the recently acquired reserve at Esquimalt, and his ancient home will be cleared off. The vessel was delayed a little by the heavy weather, although her speed was not reduced. When off Destruction Island the Lonsdale experienced this morning which prevailed for a day. The remainder of the passage was accomplished in splendid weather.

The steamship brought north 1,500 tons of goods, of which the largest portion is for Victoria. The local cargo included three Scottish boilers for the Chemical Works, which will be installed at the company's plant immediately in order to increase the output. She also discharged 20 tons of pig iron, which, together with the boilers, were shipped from England via the Tehuantepec railway. The rest of the freight for Victoria consisted of odds and ends.

Neither the cargo nor the crew were afforded the opportunity of witnessing any of the engagements on the Mexican frontier. Most of them were waiting to see some of the fighting, but as all the battles are being fought inland the men of the Lonsdale had to be content with viewing the troops as they assembled at the coast city, prepared for the march to the front. The opinions of the Lonsdale's officers hold of the Mexican soldiers are not very high.

EDMONDS' RECITAL.

A varied programme will be presented by Paul Edmonds on Wednesday next at the Institute hall.

Among the vocal items are numbers from the "Messiah" and "Elijah," songs from Tennyson's "Maud," a group of Irish songs by Sir Charles Stanford. Mr. Edmonds' own settings of some of the songs are also included, as are "May Morning," a dramatic scene, "Tristram and Isolde," by the clever American composer, A. N. Forester.

Miss Lillian Hagerty will sing the evening vocal solo, "My Morning Song," and "May Morning," while Hagen-Holtenberg, the Danish pianist, with solos by Chopin, Grieg, Neupert and Rachmaninoff, will provide relief to the vocal side of the programme.

WILL TRY TO WIPE OUT CITY'S DEFICIT

Businessmen's Association of Everett Undertakes to Raise \$50,000

Everett, Wash., April 1.—Tired of facing a municipal deficit which they say comes as an aftermath to voting the city "dry" and losing a considerable sum represented in saloon licenses, the Everett Business Men's association has undertaken to raise \$50,000, by popular subscription. Banners are being printed for street cars, windows and posters, and the hat will be passed to every man and woman in Everett in an effort to overcome the awkward situation.

FERNIE BOARD OF TRADE.

Fernie, March 31.—The annual general meeting of the Fernie board of trade was held in the city council chamber. The financial statement for the year was presented, showing a deficit of \$207. The following officers for the current year were elected: President, W. G. Barclay; vice-president, J. R. Pollock; secretary-treasurer, G. G. Moffatt; executive committee, A. B. Trilow, B. Monklepik, J. Adair, L. A. S. Dick, B. Reading, W. A. Ingram, H. H. Dewey, F. C. DuBois, J. D. Quail and F. C. Lawe. The executive committee will wait on the council and ask a grant for the year.

PRINCE RUPERT HOSPITAL.

Prince Rupert, March 31.—"We have finished this stage gentlemen, that we have now a hospital which is a credit to our town. We are in debt for it; and yet, right at its very inception, we are up against the proposition that we need more room for it. That is the whole matter in a nutshell."

At the hospital board meeting, P. E. Palmer in these words dealt directly with the representation by the council that there is a shortage of private wards in the new hospital. Miss McTavish suggested that without a great deal of expense the large maternity ward might be subdivided into a series of small semi-private wards, which would in a measure meet the need, and the house committee of the board have already taken steps to arrange for this. Mr. Scott was inclined to think that the large ward should be more permanently partitioned off than is the matron's plan, but the opinion of the board is that it would be a little premature to undertake this alteration at present.

Completing her last trip under the winter schedule, the G. T. P. steamer Prince Rupert, Capt. Barney Johnson, arrived in port late this afternoon from Prince Rupert and way points, bringing south a number of passengers and considerable freight. On Monday morning she enters on the new timetable which has just been issued, and will continue running on it until late in the autumn, when travel to the north begins to slacken.

At 10 o'clock Monday morning she will leave the G. T. P. docks for Prince Rupert and Stewart, making her first trip through to the latter city since last fall. Under the new schedule the Rupert must make the trip between here and the G. T. P. terminus in 48 hours, which is a reduction of nearly 12 hours over the time she makes during the winter. The vessel is, however, in splendid shape for service, and will be able to comply with the fast programme which has been outlined for her.

It will not be until Wednesday morning, April 19, that the Prince George, Capt. Geo. Robertson, will commence service, and when she does she will not go farther north than Prince Rupert. According to the schedule she will not be running through to Stewart until June, unless the travel to that city develops into larger proportions this spring than is expected by the officials of the company.

The "Prince Rupert" will leave this port to-night for Seattle, and will return to-morrow night. Many passengers have booked tickets for the trip north on Monday morning, and a great deal of freight has accumulated at both the Victoria and Vancouver docks for her.

BLOWN TO PIECES.

Esquimalt, March 31.—K. Fuguda was blown to pieces while engaged in blasting operations on a lot at the corner of River road and Oak street. Fuguda, who was about 28 years of age, was a Japanese contractor, and had undertaken to clear the lot in question. Several stumps had been blasted successfully, when an extra large charge was applied to a specially big root. In the first instance seven sticks of blasting powder were used, but the charge misfired. Three more sticks were added, bringing the charge up to a total of thirteen sticks of dynamite. This fuse was lighted, and the workmen retired to a distance of about ninety feet. After waiting two or three minutes without any result, Fuguda, the boss, cautiously went to see what was the matter. No sooner had he reached the spot, than there was a terrific explosion, pieces of earth and stump being scattered in all directions.

The force of the explosion can be gauged by the fact that the remains of the unfortunate man were picked up at a distance of seven-two feet from the spot where he had been standing.

FIRE DRILLS IN FACTORIES.

Portland Manufacturers Will be Asked to Co-operate With the Fire Department.

Portland, Ore., April 1.—With a view of preventing holocausts such as the recent New York fire, Portland factory owners will be asked to co-operate with the fire department in establishing a systematic fire drill for employees, according to a plan announced by Fire Chief Campbell to-day.

"I believe the innovation will prove successful," said Campbell. "Plans for the drill are being prepared now and will be submitted soon to various factory operators for approval. We have been asked to make a communication to the school board asking that uniform drills and fire signals be adopted in all the schools."

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MAKES LAST TRIP ON OLD SCHEDULE

Prince Rupert Commences Summer Programme Monday.

(From Saturday's Daily.)

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BUSINESS TRANSFERRED.

Chargeurs Reunis Line Hands Over Ore Carrying Contract to Harrison Line.

San Francisco, April 1.—Announcement has just been made that when the famous French round-the-world line the Chargeurs Reunis, withdraws from the Pacific, its ore carrying business is to be transferred to the new Harrison line of steamships. The copper ore contract, held for the delivery of ore at Esquimalt from Santa Rosalia, will be taken up by the Harrison line with the sailing of the St. Ronald. The second vessel will be the Crown of Galicia.

The decision of the Chargeurs Reunis to withdraw from the Pacific has been long expected, as the line was unable to secure the new charter of high efficiency of the Blue Funnel line had a great deal to do with the loss of business by the French line. The last vessel of the Chargeurs Reunis to call at Pacific ports, the Amiral DuPerré, is now in port. She has been delayed in sailing by a libel for \$800 damages for the delivery of damaged cargo.

The French steamship Strathmore has been chartered by the American Trading Company to load lumber at Esquimalt and on the Sound for Australia. She will come to this port from Java with sugar to take up the new charter. The British steamship Epson has been chartered by the Java and Asiatic Company to load sugar at Hilu for this coast, and the Strathmore has been fixed to load at Java.

Clearly demonstrating that Victoria is witnessing one of the greatest eras in its history, the returns for the month and for the fiscal year ending Friday. Records have all been shattered, and the new ones look as though they will stand for some time to come.

The total returns for the fiscal year 1910 nearly doubled those of the preceding year. For the year just passed, the figures were \$2,965,256.58, while in 1909 they were \$1,724,833.62. This is ample proof that Victoria the Beautiful is drawing the attention of the outside world in every line of business.

For the month just closed, the total shows that the progress made by this city has been unbounded. It has practically doubled the returns for the preceding month, and also the corresponding month of the previous year is the proud record of March, 1911.

The returns given out by the custom office this morning for the month of March, 1911, were as follows:

Duties	1910-11	1909-10
Alcohol	\$192,294.80	\$116,712.77
Chinese	113,424.00	63,022.00
Other revenue		