BROS.
E BUSINESS

KES
STEP FORWARD

$40,000 Capital to
ons—Will Erect
at Rock Bay.

expert electricians
his city, have incor-
italization of $40,000,
nlarging their busi-
on upon a more ex-
rm propose to erect
actory, fully equip-
plant, which will in-
l facilities and en-
e business. A site
Rock Bay with a
plans for the new
rthcoming at the
. A machine shop
, and a boat shop
arine railway, will
dle small tug-boats,
pleasure craft. The
regard to the lat-
as a specialty. As
os are finished, the
business in them,
premises on Brough-
rage purposes only.
ns of the company
in the manufacture
that is constantly
nly provide an im-
the growing list of
ring enterprises; it
ate increase in the
taff employed, and
chinery-using public
of economy in buy-
made at home, and
eavy transportation
ttached to importa-
mmense time-saving
d effecting such re-
me to time impera-
e Hutchinson Com-
e immediate entry
eneral engineering
cture throughout of
their own designs,
careful experiment-
e special conditions
this country. For
now completed for
oil engines in sizes
power, for farming
s requiring a com-
table engine, which
om first to last.
company's special
ade a feature, em-
f many years' ob-
ce in the handling
h continual experi-
and valuable feat-
ith these company
s are expected of
pact steam engine
a practical adapta-
otor principle, giv-
economy in opera-
C. Hutchison, who
g with it during
in a small steam
lt for such experi-

rrange the present
s and to make the
ecessary to enable
a first-class repair
ison is now in the
trip, and it is in-
plete sample line
the world, French
as Canadian and
four-cylinder cars
renting purposes,
nd accessories for
will hereafter be

wholly a local or-
nt is W. G. Win-
ho for the present
al office; R. H.
ent; D. C. Hutchi-

COLLISION.

Hospital When
Street Car.

While the Lebanon
taining a colored
had been shot by
eding to the hos-
rd avenue to-day
et car and over-
the shooting, the
e ambulance and
to the ground.
in a serious con-
The doctor and
to the hospital
bulance.

USE SOLD.

e City Has Been
New Arrival.

e corner of Bur-
ouver street, has
ser is Mr. Page,
ved from Japan
ends making this
. Mr. Page will
a private resi-

rdette House has
rding house. The
one, admirably
It was erected
s been purchased
rded as a bargain
e figure reported
ng will be taken
ge.

STRIKE.

rant Increase of
o Switchmen.

general managers
ing Chicago have
demands of the
an increase in
ur. The railroads
2 cents an hour,
ond that. The
cided to demand
heir request was
tical threat of a
were not granted.
held to-night to
and state separa-
Tuesday. War
mounted the tri-
to answer an in-
he bill, reducing
the army to two
a burst of ap-
y.

y valley, is at the
ith all who come
tish Columbia, he
untry will be a
e and that the
elqua will prove
ntion to the fact
zelton to Alder-
ted into a wagon
of the valley is
lack of facilities

THE MAYOR'S SCHEME FOR A COMMISSION

He Proposes Relegating Water Question to Three Persons--Favors Sooke as Source of Supply --Other Aldermen's Views.

(From Tuesday's Daily.)

The waterworks by-law introduced by His Worship the Mayor was defeated yesterday by a majority of 155 votes. There were 504 ballots cast against the by-law and 349 for it.

The defeat of this by-law so soon after the other proposition which was brought up by the water committee would seem to indicate that the people of Victoria are not prepared to vote any sum of money for water works purposes until it is fully ascertained what the city has in the way of an available supply. At present the Highland district is being exploited with the object in view of proving what that section would be able to supply. The indications to the minds of many are that there will be an abundance of water there, at the same time there is an appeal pending in the Supreme court relative to the city's rights at Goldstream. The by-laws having in view improvements to Elk lake are apparently not well received by the citizens, who desire to know just what they have, before proceeding to authorize any large expenditure on water.

His Worship the Mayor now favors Sooke as an ultimate source of supply. He is rather sceptical as to the Highlands being found adequate for the needs of a city like Victoria will become in a few years.

In an interview this morning he gave his reason for doubting that the Highlands would be found sufficient. The rain fall during the last few days since the test has been undertaken has been excessive as compared with the average for the same period.

Mayor Morley points out that in the sixteen days since the city officials entered upon the task of ascertaining the flow of water below Lavender swamp from the Highland district there has been an average of 14,000,000 gallons a day passed over the weir. But the figures obtained from the Dominion meterological station shows that in September and October of this year the precipitation was 8.74 inches. The average precipitation for the same period, however, is only 4.38 inches or half what it has been this year.

In order to ensure a supply of 5,000,000 a day for the city it would be necessary to have a fall of 25,000,000 gallons a day for 100 days in the year.

There is also considerable to be done yet in ascertaining the storage capacity for the watershed. Lost lake and Lavender swamp have a capacity for a supply of about 500,000 gallons a day. In order to get the 5,000,000 gallons a day supply storage would have to be found, he claims, for ten times the capacity of these two bodies.

"I don't consider it worth while to go to any place for less than 5,000,000 gallons. It is questionable if that could be done if Elk lake were not to be used as an auxiliary for 2,500,000 gallons a day.

"Taking into account the supply for industrial purposes and without restriction, 5,000,000 gallons would not represent more than sufficient for a population of 40,000.

"A supply of 7,500,000 gallons a day would be a guarantee for 50,000 of a population under like conditions.

The citizens have practically decided to leave Elk lake out of consideration, that is as regards its full available supply. "Of course it is impossible to come to a definite decision until the season's rainfall at Highlands has been measured, but judging from present figures up to date and taking the average year's rainfall into consideration Highland district does not promise more than 2,000,000 gallons daily supply. This is a generous estimate as the figures are actually under that; so that in the end it may be better for us in the face of the feverish feeling against Elk lake to look to Sooke for our future and lasting supply. I favor Sooke for one particular reason that the natural reservoir is an absolutely safe proposition as nature made it not subject to the influences of cloudburst or any other of nature's catastrophies. It has without question an inexhaustible supply, certainly enough for a population of 500,000 at least, and with comparatively small effort the height of the lake can be raised indefinitely.

"In propositions like Highland or Goldstream unless the dams of any height are built of solid masonry and keyed into rock at the sides and below as the best dams are in California there is always great danger from a cloudburst in elevated districts such as happened at Capilano this fall, cutting away the loose material of which such dams are composed, and where there are a string of reservoirs one above the other at considerable declivity the breaking away of the upper one would almost to a certainty wipe the whole string of reservoirs out of existence. So that in the Highland there are two questions to face, first the quantity of water available, which for all the talk that has been made of it does not promise satisfactory, and second the difficulty of storage. I am in hopes that the end of the season will prove that my figures are too small, but at present all things point to Sooke as our sure goal.

"Regarding a commission proposed by me it is but right that the citizens should choose a source of supply, and also decide how much money they are willing to expend on waterworks, but the experience of years and the present instance, show clearly the folly of the average citizen being asked to express an opinion on the merits or demerits of different schemes. This applies equally to the average mayor and alderman, who for all their better opportunities for better information are no better fitted as a rule to judge of matters in which they have had no experience or training not to mention the personal considerations that are too apt to influence in council proceedings. The only true solution is for the responsibility for a satisfactory water supply being placed absolutely in a commission composed of the water commissioner, the city engineer and the Mayor of the city, who shall be responsible for results with the opportunity of the advice of a first rate consulting engineer at their disposal. It is up to the citizens to see that the personnel of the commission shall be men of ability and strict integrity. Victoria will never get out of the rut until this course is followed."

What the Mayor says he laments most of all in connection with the defeat of the by-law is the fact that the redistribution will not be carried out. This is a serious set back he thinks. This would have to be done in conjunction with the work on a new water supply. "It will mean," he says, "that the whole of the work will have to be done at once and a lot of outside labor will have to be rushed in, instead of affording steady employment for resident labor. If the people could see the wisdom of it they would still insist upon the redistribution work being undertaken immediately, so as to divide the labor up over a steady period."

His Worship thinks that the defeat of the by-law with the scheme for a 24-inch pipe from Elk lake will mean that the city will have to provide a reservoir with an adequate head to supply the city. He says that he is still ready to discuss the water question with the citizens. If they so desire he will call a public meeting and go into this subject.

Ald. Stewart, chairman of the water committee of the city council, was asked what he thought of the defeat of the Mayor's by-law. He said that he took it as an indication that the people of this city are not prepared to vote money for any water scheme until a complete one could be put forward. He pointed out that with the by-law already passed by the council and which did not require to go to the people, provision was made for taking the amount of water available in the Highland and also for the cleaning of the weeds from Elk lake. In addition to this there may be a necessity to pass another by-law to provide about $8,000 for a pumping station at the lake on the present 12-inch main. With that done the 12-inch pipe would be doubled in capacity, giving about 700,000 gallons a day extra for the city. This, with the restriction with respect to waste, would give an adequate supply he thinks for next year, and possibly another year or two, while the question of a permanent source for water is investigated and the Goldstream appeal settled.

He is satisfied from the appearance of things in the Highland district and the water now passing down that there will be found sufficient at that quarter for the city.

The question of conserving it, he thinks, can be solved also. It might mean a number of reservoirs, but this would not be a disadvantage.

Ald. Hall, a member of the water committee, who is likewise looked upon as the father of the scheme for the Highland district as a source of supply, attributes the defeat of the Mayor's by-law to the fact that the citizens want a complete scheme before voting money on any water proposition.

FINED FOR ASSAULT.

Chinaman Pays For Striking a Fellow Lodger With an Axe—Two Drunks Fined.

(From Tuesday's Daily.)

Because a fellow lodger named Ah Wing did not close a door in obedience to his bidding, Mah Foot, a Chinaman living at 21 Government street, chastised his dilatory companion with an axe, inflicting several wounds on his shoulder and head. Sergeant Hawton called at the house a little later and took Mah Foot, who was under the influence of intoxicants, to the police station.

This morning Mah pleaded guilty and Magistrate Hall inflicted a fine of $50 and $2.50 for the interpreter's fee. There were several friends of the prisoner in court and the money was paid.

Two drunks were assessed the usual fines of $3.50 each. They paid.

TRAMWAY EXTENSION.

Work on Douglas Street Will Likely Be Completed Within Next Two Weeks.

While being towed to this city by a tug, a scow, loaded with ties intended for construction work on the Douglas street extension of the B. C. Electric Railway Company, met with a mishap and was stranded high and dry when the tide dropped. This accident occurred some time ago, and since then all efforts to release the scow have proved futile. Work on the extension is now delayed by the lack of ties, but A. T. Goward, local manager of the company, expects the scow will be floated and brought to the city shortly. Mr. Goward states that in spite of this set back the extension should be completed up to the recently selected terminus within two weeks. When the extension is finished the residents of the northeastern districts will be accommodated by a first class service which will supply a long-felt want.

Mr. Goward says that he is not in a position to say what service will be inaugurated, but it is probable that the same number of cars will be operated as are running at the present time.

WHEAT RECEIPTS.

Winnipeg, Nov. 5.—Canadian Pacific wheat receipts to date amount to 29,960,000 bushels.

PROBABLY DROWNED.

Three Fishermen Who Started For Chicago Believed to Have Perished.

(Associated Press.)

Chicago, Nov. 6.—Three fishermen who left Michigan City on Saturday in an open gasoline launch are believed to have been drowned. They were on their way to Chicago, giving the boat a test trip. They carried but little food and fuel; when they failed to reach here the life-saving crews were notified. After an unsucceeful search all hope of finding the missing fishermen was abandoned last night. It is now believed that the boat was swamped by heavy seas after the fuel had been exhausted.

INDIAN AFFAIRS.

Another Conference Between Ministers, Officials and Natives.

(Special to the Times.)

Ottawa, Nov. 6.—There was another conference this afternoon between Hon. Messrs. Brodeur and Oliver, fishery officers, and officers of the Indian department, along with Father Cocola and Babine Indians regarding winter provisions. Mr. Loring, Indan officer, has not yet arrived, but fishery officers Williams and Pegelson are in attendance.

WELL KNOWN YUKON STEAMER SOLD

THE WILBUR CRIMMON HAS CHANGED HANDS

The Prospector the Last of River Fleet to Sail From Dawson This Season.

G. Langley, brother of Captain Wallace Langley, the well known Yukon navigator, is down from the north to spend the winter months. He reports that the Prospector will be the last of the Yukon fleet to reach White Horse from Dawson this year, and her passengers would probably arrive at Skagway in time to connect with the Puget Sound steamer Jefferson now due at Seattle. His brother, Captain Wallace Langley, will not arrive for two weeks. The captain is making a four hundred mile tramp from Fairbanks to Valdez, and at the latter point will embark on some of the fleet bound for Puget Sound.

Since Mr. Langley's arrival in Victoria he has heard that his brother has sold the Wilbur M. Crimmon, a vessel which he has operated during the last six years and which he ran between Gibbon and Fairbanks on the Tanana river during the past season. The Crimmon has also plied on the Yukon between White Horse and Dawson, and was worked on Atlin lake during one season. She has been purchased by the Dominion Commercial Company and will be replaced in service by the Tana, a vessel now at Lower La Barge, which was last year fitted with gasoline engines. These did not prove a success and they are to be supplanted by new steam machinery during the winter. It is calculated that the Tana will be ready to leave her present moorings on the 10th of May. She will be taken to the Tanana river and there operated on the upper part of that stream.

Mr. Langley says that when he left Fairbanks it was generally estimated that the output of gold from the Tanana district this year would be seven millions. The weather during the season has been mild and many people have been travelling. There are many Dawson people on the Tanana, and there are also a number of Victorians who are seeking their fortunes in that remote district.

Mr. Langley spent two winters in the Tanana and he says he would about as soon be there as in Victoria. Up to the time he left the Yukon there had been no freeze up, but it was expected at any time, and shippers were forwarding no freight.

LETTER OF THANKS.

The Japaneses picked up in a water logged sloop by the Princess Victoria on October 16th have written to Capt. Hickey, master of the C. P. R. ship, expressing their gratitude. They were bound from the Fraser river to Cowichan, and were in sore distress when rescued. The letter to Capt. Hickey is as follows:

"We, Yoshiro Nakatsuji and Harukichi Harutome, wish to thank you very much for your kindness in saving us from being drowned. We will never forget your kindness, but it will always remain in our memories. We are now working at Steveston with the best of health. We hope that God will bless you for your kindness, and may you always enjoy the best of health. Again thanking you for your kindness, we are, yours very faithfully, Y. Nakatsuji and H. Harutome."

CHARMER DELAYED.

It was 2 o'clock on Tuesday when the steamer Charmer arrived from Vancouver. She left the Terminal City an hour late and putting into the lee of James island remained there in shelter from the storm until the big wind subsided. In consequence of this delay the steamer was late in sailing for the Terminal City Tuesday.

RIOTOUS STOKERS.

More Trouble at Portsmouth Naval Barracks—Many Arrests.

Portsmouth, Eng., Nov. 6.—The rioting in the naval barracks was resumed at midnight and continued until past 2 o'clock this morning. A gang of several hundred stokersa attacked the officers' quarters, assaulting officers, smashing windows and otherwise doing damage to property. Several policemen who attempted to enforce order were seriously injured. Armed sailors and marines had to be called out. The stokers were overpowered and many arrested.

ARRIVAL OF THE NEW BANDMASTER

OLD ROYAL ARTILLERYMAN JOINS FIFTH REGIMENT

Will Conduct Initial Practice This Evening—Band Meeting to Arrange Concerts.

(From Tuesday's Daily.)

"Ubique," which being translated means "everywhere," is the motto of the Royal Artillery, and no better indication of its suitability can be cited than the arrival of Albert Rumsby, an old Royal Artilleryman, last night, to take the position of bandmaster to the Fifth Regiment. Forty-three years of age, with the artillery sweep in his stride, he will be no stranger to the yellow facings and broad scarlet stripe. The new bandmaster, similar in complexion to J. M. Finn, but of somewhat slighter build, gave to the Times representative who saw him today an impression of ability, congeniality and enthusiasm in his chosen profession that augurs well for the success under the new regime of the band of the Fifth.

Mr. Rumsby was born in Norwich, England, in 1863, and joined the Royal Artillery when a boy. He attended Kneller hall, the taining school for instrumentalists in the Imperial army, and, after completing the usual course, was attached to the band of the Royal Artillery under Cavaliere Zaverbal. In this position he served seven years, completing the requisite time with the colors, and afterwards was on the reserve for a half decade.

In 1891 he came to New York and since that time has been following the career of a professional musician. Among the famous bands he has served in may be noted those of John Philip Sousa and Joseph Hecker, the former of which he left to become the leading reed man of the Lillian Russell Opera Company, with which he remained until engaged by J. M. Finn for the season of last year at Omaha. He stated to-day that Mr. Finn, so well known to all music loving Victorians, did well during his summer engagement at the Nebraska city and is now continuing his success as leader of a large orchestra at the leading skating rink.

The special instrument that Mr. Rumsby is connected with is the obeo, but the whole range of band pieces are under his control, especially the reed division. His wife, mother and five children are at present residents of Ithaca, N. Y., but they will come here at once. The new bandmaster has been leading an orchestra at Watertown, N. Y., for some time, and only spent a couple of days with his family before responding to the request to come to Victoria.

There will be a meeting of the band at the drill hall to-night, when Mr. Rumsby will be formally presented, and conduct his initial practice with his new colleagues. This afternoon he is busily engaged going over the music available, as it is expected, at to-night's meeting, that arrangements will be made for the winter series of promenade concerts. In concluding a most interesting talk Mr. Rumsby said: "I have met nearly all the band members already. They are good fellows and treat me well. If they are as good players as they are companions the Fifth Regiment band will be a good one to lead."

MAN SMOTHERED IN WHEAT PIT

FELL INTO GRAIN WHILE WORKING IN ELEVATOR

Fellow Workman Who Tried to Assist Him Also Engulfed But Was Rescued.

(Associated Press.)

New York, Nov. 6.—Patrick Dolan, one of the grain handlers in the elevator of the Wm. Baird Co., Brooklyn, fall into a pit containing three thousand bushels of grain yesterday. Dolan struggled and with every step he was further engulfed. He called for help and a fellow workman, Amazio, went to his assistance. He threw a rope to Dolan, which he grasped so desperately that he drew Amazio into the pit. Other workmen, who had been to lunch, now heard the cries, but both men had disappeared when they reached the scene.

A rush was made for the chutes, through which the grain unloaded and unfastening the covers let the wheat run into the street. Soon Amazio's body shot down the chute and Dolan's followed. The latter was dead, having been smothered, but Amazio was still alive and will recover.

OFFICIAL INVESTIGATION.

Hon. L. Brodeur, minister of marine and fisheries, has instructed Captain Gaudin, the provincial agent of the department, to conduct an investigation into the circumstances of the stranding of the C. P. R. steamer Princess Victoria on Lewis rock off Oak Bay a few weeks ago. The inquiry, it is expected, will be short and will be held in the agent's office within the next week. It will be recalled that the Vancouver ferry struck on Lewis island when returning from Vancouver with a crowd of passengers.

The repairs to the Princess Victoria have been in hand some time, but owing to the difficulty of the work it will take two or three weeks yet before they have been completed.

FIREMEN READY

To Take Places of Engineers If Strike Is Declared on Lake Shore Road.

(Associated Press.)

Cleveland, Ohio, Nov. 6.—The Plaindealer to-day says: "An officer of the Brotherhood of Locomotive Firemen announced in Cleveland yesterday that the members of that organization were ready and willing to fill the places of all engineers if the Brotherhood of Locomotive Engineers should declare a strike on the Lake Shore railroad and leased lines."

JAPANESE QUESTION.

United Secretary of Commerce and Labor Continues Inquiry at 'Frisco.

(Associated Press.)

San Francisco, Nov. 6.—The secretary of commerce and labor, Victor H. Metcalfe, accompanied by Consul H. Uijeno, of Japan, yesterday visited the Japanese quarter of the city and the Oriental school in pursuing his investigation into the exclusion of Japanese pupils from schools attended by white children. Later the secretary went to the Japanese consulate, where he heard statements and complaints of Japanese restaurant keepers who allege that their businesses were boycotted.

ST. PETERSBURG UNIVERSITY TROUBLE

GOVERNMENT THREATENS TO CLOSE INSTITUTION

Students Protest Against Expulsion of Jews Who Desire to Attend Lectures.

St. Petersburg, Nov. 6.—The acuteness of the present university crisis continues and threatens to eventually result in the suspension of study.

The government has again addressed the faculty of the university of St. Petersburg with an explicit statement, in which it sets forth its intention of shutting down the university at once if outsiders persist in their demands and are permitted to trespass upon the campus to take part in mass meetings and to bring about revolutionary conclaves within the precincts of the univeristy.

A big mass meeting was held yesterday and continued till a late hour to protest against the expulsion from St. Petersburg of Jews who do not belong to the university, and who desire to attend the lectures, on the ground that they have not the right of residence in the capital. A resolution was adopted making light of the threats to close the university and recommending that the faculty admit into its sittings upon student affairs delegates empowered to represent the student body. The license for this meeting was granted by the prefect of the city only after earnest solicitation by Mr. Bergman, the rector of the university.

The faction of so-called "Academists" is growing. This faction has foresworn revolution, and is eager to second the efforts of the faculty to keep the university open in the interests of learning.

LONG DISTANCE BALLOONING.

Aero Club of America Decides to Offer a Trophy.

New York, Nov. 6.—At the first annual meeting of the Aero club of America last night, Courtland Field Bishop was elected to the presidency. Chas. Jerome Edwards was elected treasurer, and Augustus A. Post, secretary. It was definitely decided to offer a trophy to be known as the Lahm cup, in honor of Lieut. Frank P. Lahm, victor in the international cup race in Europe in September last, for the longest balloon trip made in America by members of the recognized American aero clubs. The distance to be covered by contestants for this trophy must exceed 647 kilometres (about 400 miles). Preparations for the international cup race in the United States next year was discussed after the regular meeting. D. C. Nugent, of St. Louis, presented the advantages of that city for the starting point.

CASTELLAINE DIVORCE CASE.

Sensational Developments Expected When Hearing is Resumed in Paris.

Paris, Nov. 6.—Sensational developments are anticipated at the hearing of the Castellaine divorce suit to-morrow. Convinced that all hope of a reconciliation has been forever lost, it apparently is the intention of the Count's attorneys to open a vicious attack on the Countess' witnesses. The hearing to-morrow will be private. Heneln Gould is here giving support and comfort to her sister during the painful ordeal.

AUTOMOBILES DESTROYED.

Twenty-Five Machines Burned—Loss Estimated at $150,000.

Oakland, Cal., Nov. 6.—Fire last night destroyed the Pioneer Auto Garage at Twelfth and Oak streets and two adjoining houses, incurring a loss of about $150,000. Twenty-five automobiles were burned up.

FIGHT AMONG SECTIONMEN.

Sandusky, Ohio, Nov. 5.—Lake Shore sectionmen, all foreigners, engaged in a fight last night. Knives were freely used. Michael Mitais is dying. Several others were wounded and are under arrest.

SPY STORY DENIED.

Manila, Nov. 5.—The story that a Japanese army officer is under arrest for sketching fortifications in Manila harbor is denied to-day by Gen. Leonard Wood.

A hank, or cut, of cotton consists of 840 yards.

THREE MEN MISSING FROM THE UMBRINA

Left Schooner at Hesquoit on Hunting Trip and Search Parties Failed to Find Any Trace of Sealers.

(From Tuesday's Daily.)

Fears are entertained for the safety of three well known sealers, belonging to the crew of the schooner Umbrina. The men, Martin Douglas, William Porrier and Haggerty, started out on a hunting trip to Hesquoit lake on Monday afternoon last and, according to promise, were to have returned to the schooner for their evening meal. When supper time came, however, there was no sign of the men, but this caused no anxiety. Later, as the darkness came on their shipmates became anxious. They waited patiently until morning, however, and, when the men still failed to put in an appearance, it became evident that the absentees were either lost or had met with an accident. Accordingly a hunt for the missing ones was instituted and several parties from the schooner started out in search of the three, but were unsuccessful in their quest.

Upon their return to the Umbrina with this disconcerting news, Capt. Blackstad, the skipper, at once spread the report among the Indians that three of his men had been lost, and in a short time he enlisted the assistance of nearly every Indian in the village of Hesquoit, and these too joined in the search. As an incentive Capt. Blackstad offered a reward of $20 to the first one to obtain information about the three missing men. Up till Wednesday last no word of them was received, and it is supposed by some that they have been drowned.

There are others, however, who differ upon this theory as they say that Porrier is too experienced a man in the wilds to venture upon unknown waters without due precautions. Around Hesquoit lake the land is very marshy and it would be an easy matter for a man to meet with hishap there. The lake is situated about three miles from the village of Hesquoit, so that one would think that, unless serious misfortune overtook the party they would have no difficulty in getting back to their schooner.

Porrier was a hunter. He comes from Sooke and for many years has followed the life of a sealer. Like his comrades, he was unmarried. Haggerty's parents, it is said, live in the country, and Martin was formerly known as a steamboat man.

News of the disappearance of these three men was brought to Victoria by the schooner Libbie, Capt. William Heater, which arrived off the outer wharf last evening. Hunters from the Libbie immediately came ashore and soon the news was spread along the water front. The Libbie left Hesquoit on Wednesday afternoon, and she had a very stormy trip to Victoria. On Wednesday night she ran into a heavy gale, and from that time until yesterday she was drifting about, sometimes making headway and sometimes running seaward before the terrific blow. On one occasion after being within twenty miles of Cape Flattery, she was driven fifty miles to sea by a strong sou'-easter. In coming up the Straits yesterday very heavy weather was encountered. The schooner left Dutch Harbor on the 15th of last month. She brings home a catch of 532 skins and reports that the Umbrina has 868 which she secured in Behring Sea, giving a total catch for the year of 1,014 skins. This leaves the Umbrina top-liner of the sealing fleet. The Umbrina was waiting at Hesquoit for some tidings of the men when the Libbie sailed.

With the news of the Umbrina and Libbie, but one more vessel of the fleet has to be accounted for, she being the Allie I. Algar, which has not yet arrived on the Coast so far as the Libbie's crew could ascertain up to the time the latter sailed from Hesquoit for Victoria. When the Libbie last met with the Allie I. Algar, the latter schooner had caught a total of 227. This was on October 4th.

THE STRIKE OF CHAFFEURS.

Men Imported to Take Place of Strikers Quit Work.

New York, Nov. 5.—Fifty men employed by the New York Transportation Company to take the place of their chauffeurs who went on strike last week, revolted in the big garage at Forty-Ninth street and Eighth avenue to-day and insisted that they be paid off immediately. Inspector Berry of the company tried to argue with the men and was thrown down a flight of stairs, and fifteen policemen had to go to his rescue. Finally the men were paid off and furnished transportation back to their homes, which they said had been promised when they came here to fill the places of the strikers.

CRUSHED TO DEATH.

Workman Killed by Iron Column Which Fell From Its Position in New Depot.

New York, Nov. 5.—An iron column, 40 feet long, weighing 8 tons, which had just been placed in position on the second floor of the new Grand Central depot in course of erection, to-day toppled over and crashed its way through heavy iron girders to the basement, a distance of 60 feet. In its fall it struck a workman named Peterson, who was at work on the first floor, killing him instantly, and seriously injuring another man. The heavy mass of iron did not finally find a resting place until it had cut its way through the foundation of the structure. John Stattler, foreman for the contractors in charge of the work, and John Wolffe, who was in charge of the crane which caused the accident, were arrested.

COWICHAN NOTES.

(Special Correspondence of the Times.)

Jas. Mearns, on a two days' hunt last week, bagged two deer, one bear, three pheasants and two grouse.

T. L. Forrest shot seven coons on one apple tree last Friday night. Those pests are playing great havoc among the poultry in this district. The farmers would like to see a bounty on them, and think that either those interested in the game or the government should offer one.

Geo. Lewis is still hauling ore from the Blue Bell mine. Five cars have been shipped from the mine recently.

Wm. Mearns has almost completed a handsome residence for Wm. Forrest, to replace the one destroyed by fire some time ago.

Some local gentlemen have been investing in motor cars.

NEWFOUNDLAND'S ACTION.

Premier Campbell-Bannerman Replies to Question in Commons.

London, Nov. 5.—Premier Campbell-Bannerman answering a question in the House of Commons to-day said the government was aware that Newfoundland had decided to enforce the Bait Act, but he declined to say what, if any, steps would be taken by the home government in consequence of the action of the colonial authorities.

FOUND DEAD.

Vonda, Sask., Nov. 5.—Word has reached here of the death of Henry Hillibrandt, of Leafield. The body was found in his shack on his homestead by two small children who live on the same section. They became frightened at the sight and notified the neighbors. The deceased was a bachelor and lived alone. He had no relatives in this country.

LARGE ORDER FOR CARS.

Montreal, Nov. 5.—The Quebec, Montreal and Southern railway, which is controlled by the Delaware and Hudson Railway Company, to-day gave an order to the Canada Car Company for 1,500 steel frame cars. The total value of the order is $1,750,000.

The United States hydrographic steamer Gedney arrived on Sunday from the north. The Gedney's work has been to chart the northern coast where only sketch maps of Russian explorers indicate the dangers to navigation.

DEALS IN LAND IN THE NORTHWEST

FURTHER EVIDENCE AT INSURANCE INQUIRY

More Light on the Purchase by the Union Trust Company—Foster's Commission.

(Special to the Times.)

Ottawa, Nov. 5.—The insurance commission met here to-day. The sale of Northwest lands by the Ontario, Manitoba and Northwest Lands Company to A. N. Pritchard, then private secretary to Hon. Mr. Roblin, for the Union Trust Company, was under consideration.

A. N. Betts, managing director, said that he notified Col. McGillivray, who was a director in his company and also a director in the Union Trust, that he had forty thousand acres for sale. He got no reply. Later on Pritchard came to his office and purchased the lands for Union Trust on the understanding he was to get $5,000 and G. E. Foster $5,000 as commission. This commission was paid. The lands were purchased in the first instance at $3.75 an acre and sold for $5 an acre, less commission. Pritchard seemed to know all about the matter when he came to Betts' office.

It is now stated that the survey shows the land to be over one thousand acres short.

At the afternoon session it was shown that Mr. Whitla, barrister, Winnipeg, held in trust some ten thousand acres of Swan river lands for C. R. Gordon and R. P. Roblin, premier of Manitoba. Hon. Mr. Roblin bought out Gordon for $4,000 and held the whole of the land himself. Pritchard offered the lands for $7 per acre. He sold to Foster for $5.25 per acre. Foster got 25 cents as his commission, the land being actually sold at $5 per acre.

Fowler Must Appear.

Ottawa, Nov. 6.—Mr. Fowler, M. P., has not yet appeared before the insurance commission. A subpoena was served on him last Saturday. A letter had been sent to him by the secretary of the commission, but he made no reply. When last before the commission he said he would respond as soon as notified.

RAILWAYS IN STATES.

Over Two Hundred Thousand Miles of Completed Roads at Close of Last Year.

(Associated Press.)

New York, Nov. 6.—There were 217,341 miles of completed railroads in the United States at the end of 1905, according to the figures compiled by the Poores Manual for 1906, of which the advance pages have just been issued. This is a net increase of railroad mileage in 1905 of 4,716 miles. The capital stock represented amounts to $6,741,956,058, according to the same authority, and the bonded debt to $7,425,261,901. The total liabilities of the lines aggregate $16,292,880,823, against $15,995,504,651 in 1904.

Steamship Athenian arrived at Yokohama on Saturday from Vancouver.

A herring lives the shortest time of any fish when taken out of water; carp and eels the greatest length of time.