

LUCERIC FROM THE FAR EAST

Weir Liner Was Badly Damaged by Heavy Seas When Outbound to Manila and Oriental Ports

With a full cargo, not only the holds but the passenger staterooms, wash rooms and every available place being jammed with freight, the steamer Luceric, Captain Macfie, of the Weir line, reached the outer wharf yesterday morning after a good passage from the Orient in marked contrast with the outward voyage, during which the liner was severely buffeted and six of her lifeboats were badly damaged, bridge, rails and staterooms broken, and many doors carried away by heavy seas which broke over the vessel. From the time the Luceric passed out until she reached Yokohama gale after gale was encountered and the first night out seas flooded the decks. The storm increased during the next few days, big seas pounding the vessel, the climax of the storm being when the vessel was constantly and during the night a heavy beam sea broke over the port side and lifted a lifeboat from the chocks, wrecking it, and a Chinese seaman was swept along the deck and his nose broken when he was driven against a deckhouse. The seas pounded away part of the lower bridge, swept away several doors and the after lavatory and pantry. The following day the starboard pinnace was swept from the chocks and the starboard side of the upper bridge and part of the lower bridge broken away, while No. 1 lifeboat was smashed. One of the forward staterooms was stove in, and Mr. Bowler, a passenger, awakened by a flood of water. Another sea broke No. 7 lifeboat; six lifeboats being smashed in all, and they were all landed at Hongkong for repairs. But one fresh gale was encountered on the return trip, when the vessel was two days from Yokohama.

The cargo included a large shipment of hemp from the Philippines, and the usual Oriental merchandise, tea, rattan furniture, gunnles, straw braid, etc., and when the steamer left Hongkong she was practically full. At Kobe the saloon staterooms were jammed with cargo and 500 tons had to be left at that port, while at Yokohama space could not be found for 700 tons offered for shipment. There were few passengers, two in the saloon, Mr. Heath, engineer of the Manila street railroad company, and Mrs. Shaw, from Manila, and eight Chinese in the steerage. The cargo landed here included a shipment of naval stores from Hongkong for the warships at Esquimaux.

The Luceric brought the purser and the mascot of the Kumeric, which steamer was sent from Manila to Bombay to load for the United Kingdom, and it was reported that the steamer Ortic would also be withdrawn from the transpacific service of the Weir line and sent to Liverpool.

NOMINATIONS IN B. C.

Candidates Who Will Run in Kamloops, Cariboo and Lillooet

In addition to the nominations published yesterday morning, the following were put in nomination in the constituencies named:

Kamloops—Conservative, J. P. Shaw; Liberal, R. F. Leighton.

Cariboo—Conservative, Callanan and Fraser; Liberal, H. H. McLeod.

Lillooet—Conservative, Arch. McDonald; Liberal, S. Henderson.

Comox—Conservative, Michael Manson; Socialist, W. W. Lefcaux.

Predicte Railroad Strike

ST. PAUL, March 15.—A strike that will effect the mechanical department of every railroad in the northwest is imminent, according to J. P. Walters, grand lodge deputy for the carmen's union. Mr. Walters came here ostensibly to be on hand to assist in the legal war being fought between the Great Northern Railway, and the carmen as the result of the discharge of men because, it is charged, they belong to the union.

PANAMA CANAL BILL

Decision to Bar All Railroad Owned Ships Engaged in Coastwise Trade

WASHINGTON, March 15.—An amendment to the Panama canal government bill, which would bar from the canal all railroad owned ships engaged in coastwise trade was agreed upon today by the house committee on interstate and foreign commerce.

The amendment urged by Representative Covington of Maryland, would prohibit the use of the canal to any railroad or other common carrier owning or controlling, directly or indirectly, a steamship line with which it does or might compete.

Another section of the amendment would prevent the use of the canal by railroads which absorb water lines.

SOUNDINGS FOR BREAKWATER

Engineer of Public Works Department Will Begin Work on Monday to Prepare for Plans and Specifications

Soundings will be commenced on Monday by Mr. C. C. Worstoff, engineer of the public works department, in connection with the preparation of plans and specifications for the breakwater to be built at the Dominion government from Ogdon point, 2,500 feet in a westerly direction to a depth of 65 feet below the admiralty chart. The soundings will be taken as soon as weather permits, an instrument being placed on the shore at Ogdon point; a line run out in the direction, which the breakwater will extend, and soundings will be made from a small boat. No time will be lost when the soundings are made in the preparation of the plans and specifications, on which tenders will be invited for the building of the breakwater.

It is understood that some prominent firms will be among the bidders for this work. Sir John Jackson, who visited Victoria last year when on his way back from South Africa, where his firm was engaged in some extensive harbor and railroad works, and secured considerable information regarding the proposed harbor works for Victoria when here, has just opened an office in Montreal to bid for public works in Canada, and it is understood that this firm will tender for the construction of the breakwater, which will be the first part of the proposed harbor works, on which tenders will be invited. Other firms mentioned as probable tenderers are the Northern Griffiths Company and S. Pearson & Son.

Soon after the contract is awarded for the construction of the breakwater from Ogdon point the engineers of the public works department will commence borings to prepare plans and specifications for the piers, ferry slips, etc. The borings are made with a long pipe with a chisel point, and jets of water, which are forced through anything on the harbor bottom except rock.

As planned by Mr. Louis Coste, M. I. C. E., the harbor engineer, who prepared the plans for the harbor works for Victoria the breakwater will be built of a rip-rap stone foundation surmounted by a concrete wall protected on the seaward side by large concrete blocks. Mr. Coste's estimate of the cost of this breakwater is \$1,250,000, made up as follows: 355,000 yards of rip-rap stone for the foundation, \$511,000; 58,000 yards of concrete wall, \$288,000; and 40,000 yards of concrete blocks, \$385,000. The plan includes a project of wharf development comprising a railway ferry slip, four piers, respectively 500,700,720 and 800 feet in length, in addition to a wharf 1,100 feet in length along the inner face of the breakwater, and it is suggested that the construction of the first pier follow immediately upon the building of the breakwater.

MYSTERY OF FLOTSAM

Strong Northwesterly Current May Have Carried "Wreckage" to Queen Charlotte's

SEATTLE, March 15.—The great quantity of lumber and other flotsam supposed to be from a wrecked vessel, found on Graham Island, of the Queen Charlotte group, is probably the sweepings from the Oregon, Washington and British Columbia coasts carried northwesterly by the strong surface current, and finally tossed ashore to cause wonder among shipping men.

It is pointed out that the life belt marked "Patsy," found on Graham Island, must be from the gasoline schooner Patsy, which plies between the Columbia river and Tillamook, Ore.; the lumber may be pieces of deck loads of many boats, and it is stated that the dory found may have come from one of the swarms of fishing boats. A strong northwesterly current has been observed for many months.

HOQUIAM, Wash., March 16.—

Deputy Sheriff Carl Schuartz and a posse of seven men set out from Montesano to search the woods thirty miles north of Grays Harbor for the Deputy Sheriff, Colin McKenzie, and A. Elmer, who have been missing for eight days. McKenzie and Elmer were hunting John Lornow who is wanted on a charge of murder in connection with the deaths of John and William Bauer, last September. It is the belief of the authorities at Montesano that the deputies have met with foul play.

Ontario Succession Duties

TORONTO, March 15.—A falling off in revenue is shown in the succession duties collected by this province during February. For the past month this revenue totalled \$39,989.75, as against \$39,625.50 in 1911, a decrease of \$364.64.

CONSULS FOR B. C.

Both Sweden and Belgium to Have Official Representatives in Victoria

OTTAWA, March 15.—The royal approval is gazetted of the appointments of Aaron Johnson as consul of Sweden at Victoria, and of C. Umba.

An order-in-council is gazetted providing that in fisheries district No. 2 no boat shall be allowed to engage in sockeye salmon fishing except when licensed by the minister of marine and fisheries and during the season of 1912, in connection with the certain named salmon canneries, not more than a number of boats, drag or purse seines stated opposite their respective names, shall be licensed for the purpose of catching sockeye salmon in certain named waters.

Another provision in district No. 2, is that no one shall use gill nets other

BONUS FOR BRAVE CREW

Underwriters Recognize Work Done by Chief Officer Thomson and Shipmates When Tees Stranded

As a result of the report of the bravery of Chief Officer Thomson and a quartermaster and three sailors of the steamer Tees in endeavoring to make their way during a gale to Estevan in an open boat to send news of the stranding of the steamer at Easy creek, Kyquoot Sound, as published in the Colonist, being drawn to the attention of the British underwriters by Capt. W. H. Logan, special agent of the London Salvage Assurance made arrangements for presentation of a bonus to the boat's crew as a reward for their work. A cablegram was sent to Capt. Logan instructing him to arrange for a bonus, and after consultation with Capt. J. W. Troup, manager of the C. P. R. steamship company yesterday, it was decided to present a month's pay to each member of the boat's crew.

When the steamer Tees went ashore at Easy creek, Kyquoot Sound, and it was found that no communication was possible by wireless owing to the high mountains interfering, Chief Officer Thomson and the boat's crew set off from the vessel in an open boat, and after a week's struggle in fog and storm was making out of Kyquoot Sound toward Estevan as the tug William Jolliffe and steamer Salvor were on their way in to search for the Tees. Exhausted as a result of the trip the plucky boat's crew was picked up by the William Jolliffe.

CHINESE OUTLOOK MORE HOPEFUL

Continued from Page 1.

ernment when Premier Tang Shao Yi arrives. Dr. Sun Yat Sen personally is directing plans to restore order. He continues to insist that the military and jealous of close adherence to the terms of the provisional legislation, which ends the assembly with full powers. President Yuan Shi Kai evidently has recognized this fully, for he submits everything telegraphically to Nanking and consults Dr. Sun Yat Sen in all points.

The assemblymen unanimously assert that Nanking, the present seat of the provisional government, will remain the capital until the provisional assembly selects a definite site.

Situation in the North

The situation in the North remains critical. Rumors of coming attacks on Peking by Mongols and Manchus keep conditions panicky. Few except market shops, are open. The streets are almost deserted. President Yuan Shi Kai cannot assemble troops in the north who will obey him to re-establish his authority.

In the last week small detachments of British, American and German soldiers accompanied 600,000 silver taels from Tientsin to Peking. This consignment of money came from the Four Powers group of Bankers to the Chinese finance board. Another party of American marines served as a guard for 100,000 taels which was taken from the ruins of a native bank and transferred to an international bank. The director of the National bank had set fire to his own premises when the place was entered by looting soldiers. He smoked the soldiers out but only after a large amount of money had been stolen.

The foreign bankers have agreed to carry the provisional government financially for several months longer. They are irritated, however, by the loan contract signed yesterday by Premier Tang Shao Yi and the Anglo-Belgian syndicate for \$5,000,000 secured by the revenues of the Peking-Kalgan railway. They contend that this loan cannot be consummated as the Franco-British loan of 1908 is secured by all revenues of the board of communications.

VANCOUVER TO MISSION

Minister of Railways Considers Application of Burrard, Westminster and Boundary Railway Company

OTTAWA, March 15.—Hon. Mr. Cochrane today heard the application of the Burrard, Westminster and Boundary Railway and Navigation company for a route map from Vancouver to Mission. Mayor Lee of New Westminster and J. D. Taylor objected to New Westminster being left to one side. H. H. Stevens and Clive Pringle represented the company. Mr. Cochrane finally approved the route from Mission to a point near Port Moody, but subject to the company's portion was approved the company must survey the route from the western point authorized to New Westminster and from Vancouver to New Westminster.

"A dead man was lying in the gutter of one of the busiest streets in the town while his wife and child stood by with tear-stained faces. Half dead beggars lay round on the streets, covered only with bundles of rags, such scenes are common enough to attract but little attention from the passers by.

"I saw three of us were coming back from a walk on the roadside having died of starvation and cold. There was no one to bury them and the dogs were gnawing the flesh from their bones. A few days before when there was snow on the ground he saw on his way up country a woman dead by the roadside and a little boy lying across the road still alive. He lifted him and tried to put him on his horse but while he held him in his arms he died. He performed the rites of the Church and left him to lie with his mother."

P. & O. LINER IN COLLISION

Continued from Page 1.

lower decks were awash in a few minutes and the passengers, trying to make their way to the upper decks, had to wade through water up to their waists. The first boat loaded was swamped and the passengers were thrown into the water, but were all picked up.

The second boat was just sinking when a towboat from shore reached it. The Oceana was one of the oldest of the Peninsula and Oriental liners, and this was to have been her last trip. She has been running continuously since 1888.

State of Collapse

LONDON, March 16.—A score of persons from the wrecked steamer Oceana reached Victoria today. Half of the number were women, most of whom were in a state of collapse. Some of them were without stockings or shoes, and some who had fallen into the water during the rescue had been unable to change their clothing.

When the passengers rushed on deck after the first shock, the water was ready dashing over the bows. The officers and some of the members of the crew quickly marshalled the passengers to the boats. Then the boats were lowered, the women being passed down first, but a panic occurred among the men, who tried to get into the boats with the women, but were quickly thrown out. A few cases of broken arms are reported among the passengers who landed at Eastbourne.

The officers, including the captain, and 130 Laascars were landed at Newhaven, while others landed at Eastbourne, but their exact number has not been ascertained.

45 KILLED IN MINE EXPLOSION

ST. PETERSBURG, March 15. Forty-five miners were killed as a result of a gas explosion in the shaft of a coal mine at Uzoika in the province of Saratov.

SIR WM. BULL TO INVEST HERE

Continued from Page 1.

concerns employing many thousands of men, and it is his idea to establish similar works on the Pacific coast of Canada. When last the city he expressed his confidence that there was a great field for such a development and now that he is on his way home he has intimated through his agents here, that it is his intention to put the idea into active operation at the earliest possible moment. After viewing the progressive conditions prevailing here, and considering them in the light of the completed Panama canal he once came to the conclusion that the future of this country transcended anything that has even been dreamt of by the most optimistic of Victorians. Having what the situation here was aware of, the Dominion government is doing for the city of Victoria in the way of harbor improvements and he expressed himself as satisfied that with a shipping equipment such as the completion of the outlined arrangements would mean Victoria, would be in a pre-eminent position to capture a considerable portion of the increased trade that is coming to the Pacific coast.

Invests Million on Frailty

The object of Sir William's visit to Canada was to look over the situation in Red Deer, Alberta, where he informed everything pointed to that location becoming the great distributing centre of the northwest. As a result of his inspection of the ground Sir William has decided to go ahead with his investments which it is estimated will amount to almost a million dollars, and he has gone back to London to make arrangements for the release of the money. Among the industries he will establish there is a foundry, and it is probable that a number of the most experienced men in this interesting craft will migrate to associate themselves with the firm in the new place. He has purchased large tracts of land, and it goes without saying that in a very few years his holdings will be the most valuable in the city. Red Deer was selected for this first investment of the capital he controls because it appeared to the Sir William as being a strategic position in relation to the shipping of the wheat of the northwest to the Pacific coast. It is located in a suitable position for the handling of grain, and it is claimed that from there to the coast the grade is easier than by any other route.

Foreign Dependents of the Man Killed in an Accident Should be Provided for unless the workers' compensation. So far he had not found it possible to devise a law to insure the wages of men employed by exploiters of wild cat schemes.

A note was handed up signed by several women asking if the premier favored votes for women. The premier replied that it was not a matter the government was prepared to deal with yet. He had always voted against women's suffrage when it came up in the house.

Mr. Jackson the candidate for the district, spoke briefly, and Mr. Bowser dealt with the questions of general policy. The meeting was crowded and the applause and shouts of the audience showed strong sympathy for the speakers. Cries of disapproval were heard when the Socialists interrupted.

DECISION OF INTEREST TO LAND SURVEYORS

Duncan Court Fines Young Man Who Practices Profession Without the Necessary Qualifications

A case which may prove to be of considerable importance to surveyors in British Columbia came before Stipendiary Magistrate Maitland Douglas at Duncan a few days ago.

Mr. John Hirsch, who was represented by Mr. Alkman of Victoria, prosecuted E. Todd, in the employ of Messrs. C. H. Topp and Co. for carrying on the practice and profession of a B. C. L. S. surveyor without having the necessary qualifications to do so. The accused was defended by Mr. Harold Robertson of Victoria.

Mr. E. J. Bowden, secretary to the trustees of the Duncan branch of the I. O. O. F. was called and stated that a contract had been made with Messrs. C. H. Topp and Co. of Victoria to do surveying of their lot near Cowichan Merchants block. He stated that the brother of the accused had come up to do the work on February 20, and that it was completed by the accused during the subsequent week. The men surveyed the lot, gave the boundaries and put in corner posts. He had not received a certificate and had not yet paid for the work. The price agreed upon was \$20 per day and expenses.

Mr. L. W. Proctor, an article pupil of Mr. John Hirsch, was called and stated that he saw accused in charge of work on Monday, February 26, and gave the court a description of the work accused was doing. He said it was possible that other people might have been working there, but he had not seen them. He knew the accused was in charge because he was running the transit. He said it was possible that an article student might run a transit.

Mr. John Hirsch said he did not know accused, but had seen him surveying lot 7, block 1 of the I. O. O. F. As far as he knew there was no B. C. L. S. surveyor present on the work.

Mr. Alkman produced certified list of B. C. L. S. and showed that the accused's name did not appear thereon, nor did it appear on the list of article students.

Mr. C. H. Topp, of C. H. Topp and Co., was called and said that the work was not yet completed and the account had not been rendered. He stated that the accused was in charge of a party under the direction of Mr. Laidlaw, B. C. L. S. The latter, he said, had been away in Cranbrook for the past three weeks. He further stated that it was Mr. Laidlaw's business to check work done by the accused and see that it was correct before certifying it. In order to examine the survey work he said it was necessary to examine the notes to satisfy one's self as to the correctness of closures and traverse work. In his examination the above explanation of the

PLOTTED TO KILL KING VICTOR

Outrage Which Startled All Italy Said to Have Been Carefully Planned by European Anarchists

ROME, March 15.—Positive evidence is lacking, but a strong suspicion exists that the attempt yesterday by Dalba to assassinate King Victor Emmanuel has been the outcome of a plot long arranged.

The Italian minister at Bern, recently notified the government that he had been informed of a plot against the King, Premier Gioiello and Foreign Minister Marquis Di San Giuliano, and gave the names of anarchists concerned in the plot. The Italian consul at Geneva reported on January 20, that the anarchist plot against King Victor Emmanuel and Premier Gioiello had been arranged there by local anarchists, who were aided by members of the "committee of union and progress," at Constantinople. At the end of January, another report gave the names of two Turks alleged to be implicated—Tasou Piccero, a Macedonian agitator, and Nicholas Lactio. Later there was a considerable movement of anarchists along the Italian frontier.

In addition the Italian embassy at Berlin advised that a German engineer had informed the embassy that while in a beer hall he had overheard a conversation, partly in Italian and partly in French, between three men who said they would leave for Italy in March, and attempt to assassinate the King. According to the engineer the men said they would receive \$20,000 if they were successful.

Several leading anarchists here, however, when interviewed, declared to a correspondent that Dalba was unknown to them. They condemned the outrage.

WRECKAGE ON GRAHAM ISLAND

Messenger Sent from Dead Tree Point to Investigate Tells of Marks on Lumber

Further advice regarding the wreckage washed on Graham Island were received yesterday by Capt. George Robertson, agent of marine and fisheries. A messenger sent on horseback along the sandy shore from Dead Tree Point yesterday telegraph station returned yesterday after an investigation of the wreckage, and sent news by wireless from Dead Tree stating that 20,000 feet of lumber, mostly fir and cedar covered with lime, marked "C. M. L.", was on the shore, near Cape Five, and a ship's hatch, marked "T. V.", also a piece of a dory. There were no marks on the dory.

When the lumber was reported ashore some alarm was felt in some quarters for the steamer Leebro, which took 65,000 feet of lumber from Victoria to Langara Island, and Capt. Robertson located the tug William Jolliffe by wireless, and despatched that vessel to the northern shore of Graham Island with the result that the William Jolliffe found the Leebro anchored safely off Langara Island.

Free Sugar Bill

WASHINGTON, March 15.—The Democratic free sugar bill passed the house today, 193 to 104. Its passage was helped by 24 Republican votes, although this was offset by the defection of seven Democrat votes against the bill by members from Louisiana and Colorado.

Steam Trawlers in Atlantic

HALIFAX, N. S., March 15.—The Nova Scotia legislature this afternoon unanimously adopted a resolution memorializing the Dominion government to take steps to secure the international prohibition of steam trawlers fishing on the Atlantic coast of Canada.

ENCROACHMENT STOPPED

Mr. Cecil B. Case, consulting engineer, who prepared the plan for the Ross Bay seawall and supervised the work of construction has reported to the city council that the main body of the wall was completed on Tuesday afternoon and that his instructions to "stop the encroachment" have been carried out. The beach has already been improved and this improvement will continue. Mr. Case states that now that this work has been accomplished he notices a tendency to regard the scheme as if it were for the provision of a pleasure resort. The improvement would be added, but beyond provision for a macadam roadway along the cliff they were not contemplated in the original scheme. If the wall is to be used as a promenade it will be advisable to erect a parapet and the right kind of paving of one or more. An iron railing would not afford any protection from the spray, would not be safe for children and would cost a considerable sum for maintenance. Mr. Case suggests also that when constructing sidewalks it would be wise to tilt the cement to reduce the glare so trying to the eyes. He reports that the winter wall, rendered rough during the winter when the cement had not fully set, must be smoothed. He suggests that Mr. Winkler, supervising inspector, be retained until every detail has been completed.

Aldermen Porter and Cuthbert advocated adopting Mr. Case's suggestion about a concrete parapet but others of the board could not see the efficacy of such and as there has been no estimate of the cost it was decided to lay the matter over for a week.

FEDERAL AID TO RAILWAY

Canadian Northern Bonds Are Guaranteed for Construction of Road from Edmonton to Yellow Head Pass

OTTAWA, March 15.—At the opening of the house Hon. J. W. Hazen procured the passage of the following resolution:

"That it is expedient to amend the Canada Shipping act by providing:

"(a) That certificates shall not be required for masters and mates upon sailing ships of not more than one hundred tons registered tonnage, propelled by auxiliary power other than steam, employed partly in fishing and partly in the carrying of freight, and

"(b) That the minister of marine and fisheries may fix the fee for replacing lost certificates."

The minister explained that the fishery business has undergone a great change in recent years through the general use of gasoline boats, the advantages of which he explained at some length. There is not a sufficient number of certificated engineers, and furthermore fishermen could not afford to employ them. These vessels often, during the off season, do little trading. The provision relating to certificates is designed to remove the present condition under which a master or mate, who loses his certificate, has to pay a heavy fee for getting it renewed. This legislation will apply to all waters of Canada.

Hon. W. T. White put through a resolution affecting certain securities of the Canadian Northern Railway Co. In 1910 certain bond guarantees were given by the Dominion to assist the Canadian Northern in building a line 150 miles westerly from Edmonton. The original plan had been to build westward for 116 miles from Edmonton to Wolf creek, and then turn southwesterly and run 34 miles to the Brazeau coal area. The securities issued are on this basis. Subsequently the railway changed its plans and now wants the guarantee to apply to the first 150 miles of main line from Edmonton to Yellowhead pass and on to Vancouver. The change was made, Mr. Graham approving. The house then went into supply.

Victim of Street Car

MONTREAL, March 15.—Captain Charles Perrin, a nephew of the late president Ruchet, of the Swiss confederation, died at a hospital today as the result of having his legs cut off by a street car.

Governmental Consideration

WASHINGTON, March 15.—John Early, the leper, concerning whom the scientists of this hemisphere have disagreed, no longer will be shipped about the country in box cars. President Taft, Secretary Macveagh and Surgeon General Bliss of the public health service, have found for him a position at the Point Diamond quarantine station near Port Townsend, Wash., taking care of Andrew Grover, a leper, concerning whom there is no dispute. Early has an honorable discharge from the army and in addition to his pension will get a small salary at Port Diamond.

TRAGEDY OF REVENGE

Miss Viola Carver is Arraigned at Los Angeles

LOS ANGELES, March 15.—Miss Viola Carver, of Tacoma, who shot and killed J. Edward Edge, last Monday, was formally arraigned today at her preliminary hearing set for next Monday at 11 o'clock. In court Miss Carver spoke only one word: "Yes." When asked if she dated suited her.

During the early part of today Miss Carver seemed on the verge of collapse in her cell. She begged the police not to compel her to attend the funeral of her victim, nor bring her mother to her. All bravado that she has displayed since her arrest gave way today. At the inquest yesterday Miss Carver was brought face to face with the mother of the victim, but the meeting did not seem to affect her in the least. Upon returning to her cell, however, she became morose, did not sleep well last night, and the spectacle of the mother of her victim, now being held in prison, constantly. Time and time again she cried out to the guard: "Oh, please do not take me to the funeral, I don't want to see her."

On being told she would not be compelled to go to the funeral Miss Carver became more quiet and in a few minutes appeared happy and began chatting with the turnkey on commonplace subjects. Miss Carver has taken no one into her confidence, but she believes she will talk fully to her father, J. M. Carver, of Tacoma, who is due to reach Los Angeles tomorrow.

DISTRESSING SCENES IN FAMINE DISTRICT

Luceric Brings Dire Advice of Suffering of Children—Mothers forced to Sell Children

According to advice brought by the Luceric the famine in Central China is causing great suffering. Dr. E. T. Shields who has returned to Shanghai in telling of his trip through the famine district said that at Linghaiwan the poorest families were living in holes dug out of the ground, the roof and sides covered with matting and the floors strewn with straw. These shanties are more the size and shape of a large dog kennel than of a human dwelling house. A family of four or six whether sitting or laying down would cover practically all the floor space in these hovels. These people do not constitute the beggar class proper. Some of them have had property, but in recent years had to sell all they possessed.

REBEL

Feder...
Near...
Main...
tain...

CHIEF...
A deta...
relief f...
Alatorr...
salls th...
Alatorr...
state th...
The s...
imment...
an Ame...
in a da...
was sur...
sustain...
fired. I...
ance an...
hoped t...
tache...
take hi...
report...
entire...
the reb...
no rife...
The s...
were m...
range...
ing slo...
Torre...
B. F...
chief o...
here to...
agent...
released...
add the...
A lat...
states...
six wou...
oners...
accordi...

PARI...
Barre...
Mexico...
City...
city...
bers o...
party...
and ur...
Senor...

IN...
One...
Fruit...
more...
the B...
60 p...
we h...
The E...
by p...
ish...
ern...
rigid...
out.—E...
But yo...
famil...
prof...
in B...
space...
tails...
You ar...
APP...
Pres...
card...
ORCH...
ME...
Kam...
C...
AUCT...
SER...

Owing...
cover...
Duncan...
small...
from...
Public...
23rd, a...
near...
new...
occu...
with...
to suit...
prices...
bushes...
apples...
currants...
of other...
Marked...
applicat...
At the...
of the...
stating...
Dump...
mower...
Drag...
shaker...
sleigh...
hoe, 7...
to...
Fr. hors...
and cult...
cultivat...
with fe...
plan "B"...
stone...
pump...
English...
6th. Flo...
\$ in. flo...
buff leg...
etc.

Term...
previ...
etook...
name...
party...
provided...
G. Mas...
that he...
labor...
to