

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability.
1211-1215 Broad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year \$4.00
To the United States \$2.00
Payable in advance.
Sent postpaid to Canada and the United Kingdom.

NO CAUSE FOR DELAY

A Vancouver paper thinks it will be time enough to talk about bridging Seymour Narrows in ten years from now. This admission that the work will be necessary, and that being conceded, more than half the battle for its early construction has been won. If it will be a necessary work in ten years time, it will be a useful work if constructed now. We have not, as a rule, waited in Canada for great works to become necessary. If we had waited until necessity arose, apart from sentiment for the construction of the Canadian Pacific Railway, the road would have been built long ago. Yet, there would have been no Vancouver. If Sir Wilfrid Laurier had waited until necessity arose for the Grand Trunk Pacific, that road would not yet be started, and the grain-growers of the prairies would not have the use of its rails to carry their produce to the East and there would have been no Prince Rupert. If we had waited until heated up freight demanded a new route to the West Coast of Canada we would not have the Canadian Northern Pacific well advanced in construction. There is no actual trade awaiting the line from Vancouver to Port George, but no one has given that as a reason for not building it. These and other great undertakings that will readily suggest themselves were inaugurated and carried through because of the knowledge that results would justify them. So it is with all-rail connection between Vancouver Island and the Mainland. Whenever it is established, results will justify it.

In discussing this great project we have naturally looked at it from a Victoria standpoint to a very large degree, but that is not the way we wish the people of Canada to regard it. We want them to think of it as a great national undertaking, not considering what are the interests of one locality and what are those of another. We have not stopped to inquire if such a connection would divert trade from Vancouver. We have not advocated it in the hope that it would do so. We have not, in all the years the Colonist has kept this question to the front, laid any stress upon the fact that Vancouver Island has a right to it. Our case has always been based upon the contention that it is of the utmost importance to Canada that there should be unbroken rail connection to her true Pacific seaboard. This is the great justification for the project, and the connection should be made as quickly as possible. Canada is advancing by leaps and bounds and needs all the transportation facilities that can be provided from the grain fields to the sea. The suggestion of delay is not a wise one; it is not in keeping with the spirit of the West; it is not in keeping with the record of remarkable progress. Let us hear no more of the advisability of delay. The present is the time to take an enterprise of this nature in hand. No matter how soon it may be begun, it cannot be completed too soon.

LACK OF SYMPATHY

A surprising feature of the press of Eastern Canada is its surprising lack of interest in anything relating to British Columbia. Conservative and Liberal papers are alike in this respect, except that some of the latter at times find themselves impelled to say disagreeable things about the Conservative provincial government. We look in vain through their columns for an appreciative reference to what is being attempted here, or anything resembling support to any project of a public character with which this western coast of Canada is specially concerned. Take for example the naval discussion. At present we are unable to recall a solitary instance in which an Eastern newspaper on either side of politics felt called upon to advocate or even express approval of the claim made in British Columbia that the defence of the Pacific is a matter with which Canada ought especially to concern itself. In British Columbia newspapers there have been appreciative references to the improvements to be made at the port of St. John; we have yet to see the first appreciative reference in an eastern newspaper to the improvements to be made at the port of Victoria. Vancouver Island newspapers have kept their readers informed as to the agitation for the deepening of the Welland Canal, the construction of the proposed Georgian Bay canal and the building of the Hudson Bay railway. Not an eastern paper has ever thought it worth while to mention the proposal to establish all-rail connection with Vancouver Island, or the project to connect the Peace River country with the Coast. The provincial government has inaugurated a very extensive programme of railway construction; but as far as we know, not an eastern newspaper has felt itself under any obligation to tell its readers what this programme involves, or what it means for the Pacific seaboard of Canada. One might reasonably expect that the newspapers of Montreal and Toronto could discover something to say in favor of the progress of this farthest West, or something exhibiting sympathy with our aspirations; but they never do. This lack of sympathy may one day work mischief.

THE ROOM IN THE EAST

We are in receipt of a letter from Mr. E. Anderson, secretary of the St. John Board of Trade, telling us that a New Brunswick Old Home Week has been organized for July 9 to 14. We are asked to pass the word along to as many former New Brunswickers as we can. The request is hereby complied with. But there is nothing especially surprising in such a request; for the Maritime Provinces have had Old Home

Weeks before. This is what sounds just a little unusual—that is, it sounds unusual coming from the East. Mr. Anderson tells us: "Things are simply humming in the province. New railways are being built outside capital has taken hold of our mineral deposits and is developing them; natural gas has been discovered and is being piped for manufacturing purposes; English capitalists are developing our oil shale deposits and putting up immense cement plants. Paper mills are being established, and our iron and coal deposits are being developed."

Literally thousands of acres of land are being prepared to plant apple trees this spring. The apple orchard business has taken such hold on our people that seven boards of trade in the province are planting orchards this spring to show the immense profits to be made in raising apples in New Brunswick.

I firmly believe there are better opportunities to make good in New Brunswick today than any part of Canada or the United States has ever offered. Why, in the city of St. John alone there are contracts let now for industrial development, enlargement of present plants, new factories coming, etc., amounting to practically \$34,000,000, to say nothing of what is going on in other parts of the province, and the boom is general. The demand for labor of all classes and the opportunities for good investments in New Brunswick during the coming summer will be simply great. We expect the influx of settlers from foreign lands will be as great into New Brunswick as it has been in the Western provinces.

That is mighty good reading, and everyone in British Columbia will be glad to read it, even if without a sentimental interest in the progress of New Brunswick. The Atlantic provinces cannot go ahead any too rapidly for us. Over and over again has the Colonist expressed its regret that they appeared, relatively speaking, to be at a standstill. Over and over again we have spoken of their natural wealth and attractions and the strategic value of their position.

It's a long way from Victoria to St. John, but not too far for us to extend a hand across the mountains, the prairies, the Great Lakes and the St. Lawrence valley, and to say, "Shake hands for the age both in the heyday of prosperity." The city which the Loyalist Fathers founded nearly one hundred and thirty years ago and this most Western Outpost of Empire can, and we are sure, do, rejoice in each other's progress.

THE NEW CRUISERS

Two new cruisers are to be built for navy protection on the Pacific Coast. We take precisely the same position in regard to these vessels that we did in regard to the cruisers proposed in the Laurier naval programme, namely, that if there is no insuperable objection they ought to be built on this coast.

We have some information on this point which leads us to think that the extra cost of construction here, if any, would be very light, and we trust that the necessary steps will be taken to see that Pacific Coast shipbuilders may not be under any handicap in putting in bids. The evening paper is very much more emphatic in demanding that these ships should be built here than it was when Mr. Templeman had a seat in the Cabinet, in insisting that the proposed naval cruisers should be constructed here. We pass that by, for we are not particularly concerned about its opinion on the subject where it did on this question of shipbuilding on the coast, when Sir Wilfrid Laurier was in power. We think that the cruisers ought to be built here and trust that everything possible will be done to secure their construction here, or at least to give our shipbuilders a chance to compete for the contract on even terms. We think that this will be the case.

Will someone kindly tell us when it was last winter? We should say in November.

It is said that two-thirds of the supply of lumber in the world is held by a trust. There have been times in the affairs of men at breakfast when it seemed as if all the supply were so held.

Some very remarkable discoveries of ancient architecture are reported from some of the little known valleys of Peru. It seems very clear that this country has a remarkable history to which as yet no clue has been found.

A correspondent directs attention to the obstruction on Store street caused by the cars of the E. & N. railway and the Tramway Company. We suppose a certain amount of such obstruction is inevitable, but it ought to be reduced to a minimum.

Marine disasters during January, February and March of this year reached \$2,050,700, not including missing vessels not "posted." "Shipping" says "the present year has started inauspiciously and will probably be easily the worst for underwriters that has ever been known."

In anticipation of the birth of a son and help to Clementine, wife of Prince Victor Napoleon, at her home in Belgium a box of earth was brought over from France in order that the future successor to the imperial crown might be placed in his cradle upon French soil; and alas! it was a girl.

Justin McCarthy is dead. Of late years he had not played a very important part in public life, but the time was when as historian, novelist, lecturer and parliamentarian he occupied a position very close to the centre of the stage. He was a man of great ability and of admirable character. He was 82 years of age.

Mr. Asquith's daughter has made her debut as a public speaker, and is said to have acquitted herself very well. She talked politics. Whether or not Miss Asquith favors votes for women we are not told; but possibly she is like a good many other sensible ladies, and recognizes that woman's real power in politics is more in influencing votes than in casting them.

An effort is to be made to repeal the law prohibiting the use of motor cars in Prince Edward Island, which province enjoys the unique distinction of being the only country in the world which does not permit this method of transportation. No general law of the island was not passed to prevent motorists from running off the island when they were not looking.

United States politicians claim that it would be impossible to elect a Southerner to the presidency. And yet nearly half a century, a great deal more than one-third of the lifetime of the Republic, has passed since Lee's surrender. If the North would not elect a Southerner, no matter what his qualifications are, it is not true to the cause of Union, which so many of its sons died for in the years gone by.

In some United States cities rewards are being paid children for killing flies. Expurgated editions of the books read by little folks a half century ago only have to be issued. No more will little boys read in school of the good little chap who picked the fly carefully out of the milk put in the sun to dry and laughed with joy when it spread its wings to fly on its way rejoicing. But seriously, is the number of flies that children can kill sufficient to compensate for teaching them cruel practices?

That if you "give a dog a bad name you may as well hang him at once" is a very true proverb is shown by the manner in which the abolition of the tax on improvements of the books read by some quarters. Its opponents hasten to label it "single tax," which it is not. Single tax means just what it says, it means the imposition of all taxes on land. But when Henry George propounded his theory hundreds of people hastened to declare it revolutionary without taking the trouble to understand it, and now the name is trotted out as a bogey to scare the unthinking.

At the time of the announcement of the Titanic disaster the Colonist commented upon the early appearance of ice in southerly latitudes. We now find the Halifax Chronicle saying: "As pointed out by many steamship commanders, the appearance of ice so far south at this season of the year is unprecedented. As a rule, icebergs do not begin coming down until the season is well advanced—along in the summer months—July and August. So this untimely appearance of large bodies of ice in the Atlantic is startlingly new and worthy of investigation as to the causes of the phenomenon."

A very sensible proposal comes from Commander Sawyer, U. S. N., to the effect that an international ice patrol should be maintained on the Atlantic.

"His suggestion is the establishment of an international patrol of the region through which the ice moves from land in March until midsummer. In this way the location of the icebergs, icefields and icebergs could be located and the movement of the ice field could be hour and from day to day could be followed and reported by wireless, and every ship in the Atlantic could be definitely informed. Each captain of a steamship from the reports made to him daily, could actually have a chart which would accurately locate, as he proceeded, any dangers to navigation."

We are chided for saying that we do not feel as sure as we would like to be about the people of Canada being ready to do their duty in respect to the naval defence of the Empire. We feel under no obligation to withdraw the expression. We are far from feeling sure of the people of Canada; if called upon to pronounce upon that single issue we would speak as we think they ought to. That is why we continue to keep the question to the front. We wish to familiarize the readers of the Colonist with the idea that Canada is bound in duty to herself and to the Empire to come to the front manfully in this important matter. We have not waited for Mr. Borden to give us a lead; but we take today exactly the position we did when a Canadian Navy was first proposed, namely that Canada has a weighty responsibility resting upon her and that she is bound in honor to prepare herself to discharge it.

The other day an Eastern publication had an article on the "secession sentiment" in the West. To that paper, as to many others the West ends at the Rocky Mountains. It professed to live in the existence of such a sentiment. We do not believe it. A few individuals here and there may talk about breaking away from the East unless certain things are done; but that is mere irresponsible palaver. We used to hear on Vancouver Island not many years ago an expression of opinion from a few people that if this island should secede from Canada and set up as an independent community within the Empire, we would have unbounded prosperity; but that sort of thing has all died out and so will the sporadic discontent on the Prairies, that which is being foolishly magnified into a secession sentiment. But what all Canadians ought to desire is not simply that the Dominion shall ever remain intact, but that it shall be cemented together by mutual interest and sympathy. The Eastern press has sadly lacked in its duty to cultivate these sentiments.

HABEAS CORPUS

Application for Release of Banker Wanted in Idaho and Held for Extradition.

VANCOUVER, April 21.—After an argument that started at 11 o'clock in the morning and with one interruption lasted till 5 o'clock in the evening, judgment in the habeas corpus application for the release of B. P. O'Neill entered by Mr. S. S. Taylor was reserved by Mr. Justice Murphy. Before adjournment Mr. Taylor asked if better treatment could not be provided for Mr. O'Neill in the provincial jail at New Westminster where he is being detained. He understood that he was not allowed even to see his friends at times.

Mr. J. W. Deb Farris, who appeared for the United States authorities, said that from his information the jail was so crowded that better accommodation for Mr. O'Neill could not be found. Beyond that he was not

aware of anything but had no doubt the matter would receive attention if mentioned.

Mr. Taylor rested his appeal for the crushing of Judge Grant's commitment, chiefly on the grounds that the commitment had been made, not on evidence given in court, but on affidavits solely. The only witness called was the prosecuting attorney, Mr. Wayne, and he could only testify of the documents and proceedings and not from personal knowledge of the things charged.

Mr. Justice Murphy agreed that that was not the way a man could be committed for trial by a justice of the peace. Mr. Farris also entered some fine preliminary objections to Mr. Taylor taking the present proceedings. He was comparatively brief in reply, and rested his case chiefly on the written judgment of Judge Grant, to show that he had considered the evidence more than sufficient to make out a prima facie case in Washington.

Mr. Taylor objected that Judge Grant had not received evidence of those indictments from any particular witness.

Mr. Farris said he had received it from Mr. Wayne, the prosecuting attorney in conference. Mr. Justice Murphy said that in his opinion evidence must be considered only according to the rules.

As many points had been raised on authorities submitted, his lordship reserved decision indefinitely.

FIRST COMMISSIONERS FOR INFANT CITIES

License and Police Boards Named for Port Alberni and Salmon Arm—Duncan Later

The appointment by the Provincial Government of the first boards of police and license commissioners for the infant city of Port Alberni has just been announced, the gentlemen selected to discharge the responsibilities of the respective boards being Ald. Alexander MacIntyre and Mr. H. L. Payne, license commissioners, and Ald. George Bird and Mr. R. Wood, police.

Messrs. J. A. MacIntyre and C. A. MacNaughton have also been accredited as justices of the peace for the new West Coast city.

At Salmon Arm—another provincial of recent creation—Ald. Frank C. Haydock and Mr. H. E. Neelands are to be police commissioners, and Ald. John E. Lacey and Mr. F. S. Moule will form the board dealing with license affairs.

Police and license commissioners for the city of Duncan will probably be named during the coming week.

J. H. WELSFORD SUE FOR PURCHASE PRICE

Former Directors of Union Steamship Company go to Law to Compel Payment

Suit has been entered in England against Mr. J. H. Welsford, the Liverpool steamship man, who arrived in Vancouver yesterday morning, for the final payment on the purchase price for the Union Steamship Company which he acquired last year.

Mr. Welsford made two payments, but refuses to hand over the final instalment on the ground that the profit earning capabilities of the company had been misestimated by him. Mr. F. L. Carter-Cotton, Mr. J. H. Wright and Mr. G. T. Lester, former members of the board of directors of the Union Steamship Company, are the plaintiffs.

Mr. Welsford is the head of a steamship line operating from Liverpool and came out here in May and October of last year. He took over the Union Steamship company and later acquired the Canadian-Mexican Pacific Steamship company.

BANFF-WINDERMERE ROAD NOW BUILDING

Commencement Made on British Columbia Section From Sinclair Pass—Bridge Over the Bow Under Way

Mr. W. W. Foster, Deputy Minister of Public Works, has returned from a fortnight's official tour of the Columbia, Revelstoke and Kamloops districts, where close examinations were made into prevailing conditions and public works necessities and road works initiated—almost a full month earlier than customarily. Arrangements were also made by the Deputy Minister for the beginning of construction of the provincial section of the Banff-Windermere scenic highway from the Sinclair pass and canyon end, it having been determined to undertake this work by day labor under the special charge of a competent supervising engineer and foreman for each of the several sections, this course being adopted for a saving of time.

The Dominion government is already proceeding with construction at its end, through the national park, the big bridge at Castle Mountain being now under way, with Messrs. Haffner & Wurtell as contractors in charge. As soon as this bridge and the highway connecting with it are available for use, the British Columbia government will also inaugurate work at this end of the new road. It is expected that rapid progress will be made with the works in this section generally, excellent weather prevailing especially in the latter part of the season.

The Banff-Windermere road is already being talked of contentiously, as it is certain to become one of the noted tourist and scenic highways of the continent. It has from time to time been described and its glories photographed, so that the average reader today knows more than a little of the wonders that it is unfolded. It will have, when completed, a total length of about 110 miles, with a maximum altitude of about four thousand feet, and an average grade of only about three and a half per cent.

HYSTERIA DUE TO THE WRECK

New York Shipping Journal Says Public Officials of the United States Know Well Superiority of British Ships

Shipping Illustrated, of New York, says the effect of the Titanic disaster in the United States by reason of the faked accounts in the yellow press has "destroyed the sense of common understanding and caused a state of hysteria which finds no echo in Washington."

That journal, continuing, says: "Judging by reports published in creditable newspapers, public officials who ought to know better have taken the stand that in respect of safety at sea, American steamers are better equipped than British vessels. It is true that no such elaborate provisions are made by any government as that of the United States in the matter of best equipment and life-preservers; but it is with in the knowledge of all competent navigators and naval architects that no nation is so lax as ours in allowing vessels to carry passengers which, structurally, are nothing better than floating coffins. Outside of elaborate rulings as to life preservers, boats and life-rafts, our inspection of passenger vessels is a ludicrous farce and few of the steamers built in this country could pass the British board of trade inspection for a passengers' certificate."

Brown Paper as Strong

For instance, at the present time, nothing in our laws calls for a steamer to have a double bottom. In the matter of bulkheads our law calls for three, no matter how small or large the ship is, and in a ship of two or more decks the bulkheads need not come to the main deck, thereby leaving the 'tween decks without bulkhead, so that in the event of a vessel listing, the water may flow into any part of the ship. No provision is made for scuttling, so that a large ship, if merely built to comply with our laws, is no better than brown paper. No provision is made for a load line, while as to compasses, chronometer ratings and other aids to navigation, our laws exhibit the greatest unconcern. No large ship, carrying upward of 2000 souls, was ever given life-boat equipment to take care of everyone. No country demands it, and with the present system of large deck spaces, for passengers' uses such an equipment could never be installed, within the space left vacant. Steamship companies have vied with each other in excellent the most stringent requirements of law as regards life-saving appliances and it is to the credit of our American companies especially, that they have given the power to operate vessels no better than floating death-traps, they have provided vessels commanding respectability with the finest products of foreign shipyards; except in one respect. As the risk of hurting the susceptibilities of many of our readers, strict regard for the truth compels us to state that the lifeboats of most American steamers are inferior to those of European vessels. In Great Britain especially, specifications for lifeboats are drawn as carefully as those of the ship which is to carry them. Here, per contra, the certain number of boats are specified, the shipbuilders buy them from boat-builders, fit them on board, and the matter ends there. So poorly designed are some of these boats, bought in job lots from manufacturers, that they could not be used in any kind of sea imposing a tax on their strength.

Proposed International Agreement

It is conceded that the life-saving appliances of big liners could be much improved upon by international agreement. It is a question whether such an agreement could be provided for all on board—and we, of course, include the crew—when large liners of the Leviathan type are crowded full. Few people, outside shipping circles, realize that seldom does any steamship arriving at or leaving New York, carry its maximum number of passengers. As explained this week by Mr. Charles von Helldorf, of the North German Lloyd agency at New York, "when the season runs, beginning in April, May, June and July, the cabin accommodation is filled, but during these months the steerages are practically deserted, for it is at this time that the outdoor construction work of the great companies are being carried on. The foreign labor element is then fully employed. This labor comes over from Europe in the early months of the year, when there is little or no cabin business. When the outward bound steamer increases late in the fall of the year, the cabin rush to Europe is over. Taking into consideration these facts the lifeboat and life raft equipment has been considered by the American, German, French and English governments as ample. In most cases the lifeboats have even exceeded the rigid requirements of the various governments, but if it is considered that even this is inadequate, all companies would stop at no end to more fully safeguard their passengers as far as practicable. Certainly the safety of human life is vastly more important than the settlement of sailing rights or of boundary disputes, which subjects are so skillfully handled at the Hague Tribunal. The Hague Tribunal is peculiarly fitted to deal with this situation. The interests of the various countries are so closely interwoven that it is hard to differentiate between their legal requirements. Thus could the Hague Tribunal formulate recommendations which would carefully cover every point now contained in the laws of the different countries.

The above views are the consensus of opinion among the trade. Steamship managers are men who fully realize the importance of their trust. Few among them are those who are not examples of honesty and humane principles in the respective communities where they dwell and to assert that has been done repeatedly of late, that greed for dividends makes them callous to the high call of duty toward the lives of passengers, is an abominable falsehood. One

might as well say that the stewards of big liners care only for tips and will save their own lives first when the hour of danger has arrived and the opportunity for tip-giving has gone. No one, however, who has ever figured in a disaster on board a liner will gainsay that these men, who are not really seamen, and to whom life is as dear as to the wealthy occupants of suites de luxe, will display in the face of danger that same spirit of abnegation and of submissiveness to the safety of those carried, which is nowhere found to the same degree as among the crews of well-drilled ships, such as those of the leading transatlantic lines. Few have been the words of praise given by the daily papers to the crew of the Titanic. But may these lines bring some degree of comfort to the hearts of those that counted shipmates among the lost ones of the great liner, whether on the navigating bridge or among the sailors, engineers, stokers and stewards. They died the death that deep sea men sometimes think of, but of which they never speak. A civilization that begets this spirit among humble toilers has some element of good left in it yet, notwithstanding the forebodings of pessimists.

McFARLAND TOO MUCH FOR WELLS

British Lightweight Receives Severe Punishment From "Fighting Irishman" in Ten Round Bout

NEW YORK, April 26.—Packer McFarland, who was introduced tonight at Madison Square Gardens as Chicago's "Fighting Irishman," administered a drubbing to the old country's lightweight champion, Matt Wells. The men went ten rounds, and while McFarland was a ten to seven favorite nobody thought his task would be so easy.

Wells was a decided disappointment, his much-heralded cleverness not being in evidence after the opening round. Wells lost his head early in the game. Packer jabbed, swung and uppercut his man at will from the opening of the second round until the finish. Wells made frantic efforts to land a telling blow but Packer invariably made him miss by clever sidestepping and ducking. Wells did not land ten clean blows during the entire contest. It was estimated that about 3000 persons were in the house and that the receipts were over \$20,000.

Wells Outboxed

The fight by rounds follows:

Round 1—Wells landed left to the body. Packer feinted and put his left hand on the body. Packer missed twice and sent Wells against the ropes, landing right and left lightly on the head. They exchanged lefts to body. Round fairly even.

Round 2—Packer led left to face. Wells landed a hard left to the body. Packer hooked a left to the head and got in a hard left uppercut over the heart. Packer's nose was bleeding when he went to his corner. McFarland's round.

Round 3—They worked into a clinch and exchanged rights on the body. Packer uppercut with his right on the chest; jabbed left to face and ducked a left swing. They exchanged rights and lefts and at close quarters both landed on body. Wells bled a little from the nose as he went to his corner. Packer had a shade.

Round 4—Packer crowded his man to the ropes and jabbed his left to the month, drawing blood. Wells slipped to the floor in a clinch. Wells was now on the defensive with Packer jabbing his lefts to face and right hooks to the body. Wells put both hands hard to the wind but at the end of the round he seemed distressed. McFarland's round.

Packer Is Confident

Round 5—Packer was cool, Wells anxious. Packer sent his left to nose and mouth and hooked two short rights to the head. Wells was wild in his attack and charged frequently. Packer landed rights and lefts on the face three times alternately. Packer's round by a big margin.

Round 6—The fighting was all done by McFarland who, when Wells tried to crowd him, stepped back sent right and left to the face with Wells scarcely making a return. McFarland's round.

Round 7—McFarland opened with a left uppercut. Wells was cautioned for boxing. Packer kept up his provoking jabbing and put over two hard ones on the head with his right. Wells was cautioned again, this time for hitting the breakaway. McFarland just played with him. McFarland's round.

Round 8—Packer forcing the fighting put Wells to a standstill with a rain of right uppercuts and left jabs. Wells swung wildly and Packer sidestepped or ducked and kept up a running fire of jabs and uppercuts. McFarland's round.

Round 9—Wells made frantic efforts to get back, but Packer drove him back with lefts and three right smashes to the jaw, bursting Wells' left ear. Packer uppercut him on the body and Wells made a motion that he was hit below the belt. This was not the case and the referee told him so. This was all McFarland's round.

Round 10—Wells rushed to a clinch and when they broke McFarland hooked left to head and Wells countered. Wells tried fighting but to no purpose as Packer simply drove him off to long range work, landing lefts and rights at will until the bell rang. Packer's round.

A coroner's jury at Salmon Arm has decided that Otto Ostermeyer met his death by losing his balance and falling from a moving train, thereby fracturing his skull.

Mr. Justice Gregory has severely scored the officials of the New Westminster jail for denying to prisoners adequate opportunities in the preparation of their defense.

The body of Charles Lowe, who disappeared on the 18th ultimo, has been recovered at Boca harbor.

WILL REBUILD ON A GREATER SCALE

Before Ashes Are Cool the Canadian-Puget Lumber Company Was Planning for Future—Loss and Insurance

With the embers of the big fire at the plant of the Canadian-Puget Sound Lumber company, which was ablaze on Thursday evening, not yet cooled, Mr. Delbert Hankin, manager of the company, announced yesterday that immediate steps will be taken to erect new structures on a more pretentious and solid scale. A new planing mill and box factory and sash and door factory will be erected upon the sites of the destroyed structures, and more machinery and greater space for the rapidly increasing business of the company will be provided.

Mr. Hankin's estimate of the company's loss during the progress of the fire was approximately \$80,000, but he was estimating a loss in lumber destroyed at about 1,000,000 feet, whereas a cursory investigation made yesterday places the lumber destroyed at 1,500,000 feet, valued at \$200,000 thousand feet. The loss on the planing mill and sash and door factory, is figured at about \$30,000. Insurance on the complete plant of the company totals \$216,700, largely held in foreign companies and handled by the firm's representatives at Portland, Ore. Within a day or two the adjusters will have arrived in the city, when the loss will be adjusted and immediate plans for rebuilding for the new additions will be prepared and work rushed to an early completion.

Yesterday the big plant was shut down as the number of lines of fire hose running through the yards prevented traffic. In addition some damage was done to the sawdust draught but that can easily be repaired.

Yesterday some new machines recently ordered were delivered, and Mr. Hankin says that the company will work with machinery representatives relative to ordering more necessary machinery. This will be installed in whatever part of the mill yards accommodation can be secured, and where hand labor is required it will be used. It is expected that within a week the great majority of the employees will be back at work, and Mr. Hankin predicts that with the enlarged facilities, available when the destroyed structures are replaced, the mill force will be greater than at present.

Affects Contractors

The great drawback of the fire has been the suspension of delivery of orders for materials for interior finishing for many city buildings. The demand for such has been greater this year than ever before and the fire, coming just at this time, will prove a serious detriment to contractors. Mr. Hankin stated, however, that already orders for materials have been forwarded to Vancouver and New Westminster mills, every effort will be made to fill orders and he believes the company will be able to do so. Only in the event of the mills on this side of the line being unable to supply the company with needed materials will an appeal to the Washington state mills be made.

Mr. Hankin had nothing but words of praise for the efforts of the fire fighters. His own part in the fire he modestly kept to himself. As a matter of fact he has, in his career as a lumberman, been in many very serious saw mill fires, and his handling of the 200 employees of the company in the way of organizing bucket brigades and guarding the many large lumber piles was of great assistance to the fire department.

All day yesterday a steady stream of people visited the site of the fire, at which fifteen streams of water were kept playing to keep the embers, it being feared that a rising wind would start a second fire. The mill force was busy making arrangements for temporary quarters for the new machinery, which will immediately be installed, and while a considerable number of men will be out of employment for a week or two they will be re-engaged at the earliest possible moment. By reason of the fire a number of the employees lost their tools, averaging in value probably from \$50 to \$75, some losing tools of a value of \$200. A number of the employees appeared during the progress of the fire but could not pass the police lines although they claim they could have saved their property.

The city fireman had men at work all day repairing the damaged wire system. The heavy wire used to supply the city's salt-water high-pressure system with power from the B. C. Electric company's plant passed through the yards but was not damaged.

Insurance

The list of companies carrying insurance upon the plant and the amounts carried by each is as follows: Insurance company of Pennsylvania, \$5,000; Prudential, \$5,000; Monongahela \$5,500; Springfield, \$12,500; Italiano, \$1,500; National & General, \$5,000; Savoy, \$1,500; Glassbach, \$1,500; Salamander, \$1,500; Dixie, \$2,250; Century, \$2,500; Lloyds of London, \$4,000; Scranton, \$4,500; Bulgaria, \$2,000; Victoria, \$1,000; Century, \$2,500; Commercial, \$4,500; Texas National, \$2,000; Fireman's & Mechanics, \$1,500; Lumbermen's Underwriters Alliance, \$5,000; United States Fire, \$5,000; Empire, \$5,000; Fire, \$5,000; North River Fire, \$5,000; Central of Canada, \$5,000; Lloyds & Excess, \$20,400; Royal of London, \$10,000; United County Fire, \$1,300; American Fire, \$5,000; Rhode Island, \$2,500; Insurance Company of Pennsylvania, \$5,000; National Lumber Insurance Company, \$5,750; Institution of Underwriters, \$5,750; Pacific Fire, \$5,500; Green, \$2,750; Pacific Fire, \$5,500; Boston, \$1,750; Old Colony, \$1,000; National Fire & Marine, \$2,500; Federal Underwriters, \$5,750.

Mayor Lee of New Westminster has returned from an extended visit to Ottawa on civic business.

North Burnaby is urging an extension of its water system and the establishment of a fire brigade of dependable efficiency.

AWAIT

Relatives of Down Who Are Assembled to Receive

HALIFAX, N. S. is waiting in the hope of the cable ship its cargo of de

Hotels are crowded, and emotional relatives floating morgue tain tonight. Here are Richard John Jacob As late employer's brother-in-law whose body is

George B. Wide away the body capitalist; and ent of the Grand president, Charles the recovered