HEAVY WEATHER DURING PASSAGE

SEATTLE MARU BATTERED BY TREMENDOUS STORMS

Encounters Gales After Passing Meridan — Arrives With Small Cargo

Beset by two heavy gales, one from the southeast and the other from the west, with an interval of two days, just after crossing the Meridian, the Osaka Shosen Kaiska liner Seattle Maru, Capt. Sato, which arrived at the outer dock Wednesday from the Orient, appeared little the worse for her severe handling. The big seas battered the big vessel badly but she rode out the storms without sustaining the slightest damage, despite the fact that she was light.

After encountering fine weather all the way from Japan, the Maru on Thursday last ran into a terrific gale, blowing from the west. The wind howled and whistled as it passed through her rigging, and the boiling surf surged about, looking ready to devour her at any moment. As the vessel drove into the gale and poked her nose into the massive combers she hurled the water and spray in every direction, flooding her decks and even throwing it as high as the navigating bridge.

Some twenty-four hours later the wind subsided and the vessel proceeded for two days with the sea comparatively smooth and little wind. At the expiration of that time, however, the vessel was doomed to undergo another bad shaking up. On this occasion the wind was blowing from the southeast, and in the cross seas the steamship tossed and pitched like a cork. Throughout last Sunday the wind blew at the rate of 50 miles an hour and during the greater part of the day she travelled under a slow bell.

As cargo the Maru brought across the Pacific little more than 1,500 tons of freight. For Victoria she had 323 tons, including the following: 7,200 bags of rice, 43 cases of furniture, 301 cases of soy and miso, 134 cases of canned goods, 123 packages of general goods, and 2 bales of silk. The silk cargo on the Seattle Maru was very small this time, she having in all but 188 bales.

Among the passengers who came across on the steamship were Mrs. A. Ayris, Miss Dorothy Ayris, Roy B. Ayris, and Cecil B. Ayris, former residents of Vancouver, who have been residing in the Orient for some time past. Fifty-nine Chinese and 14 Japanese landed here.

QUOTE LUMBER RATES

Shipowners' Association of Pacific Coast Make Announcement.

The Shipowners' Association of the Pacific Coast has quoted the following lumber rates, coasting and foreign, for local-owned vessels, as current:

For loading at Mendocino ports to San Francisco, $2.75; to San Pedro, San Diego and other Southern California ports, $3.75; from Humboldt Bay to San Francisco, $3.25, and to San Pedro, San Diego and other Southern California ports, $4. From Coos Bay to San Francisco, $3.75, and to San Pedro, San Diego and other Southern California ports, $4.25. From Grays Harbor, Willapa Harbor or Columbia River to San Francisco, $4, and to San Pedro, San Diego and other Southern California ports, $4.50; to the Hawaiian Islands and Guaymas, $5.50, and to Santa Rosalia, $6. From Puget Sound to San Francisco, $4 and to San Pedro, San Diego and other Southern California ports, $4.50; to the Hawaiian Islands and Guaymas, $5.50, and to Santa Rosalia, $6. From Grays Harbor, Willapa Harbor or the Columbia River to Melbourne or Adelaide, 37s 6d to 38s 9d; to Port Pirie, 36s 3d @ 38s 9d; to Freemantle, 36s 3d. From Puget Sound to Sydney, 35s; to Melbourne or Adelaide, 37s 6d @ 38s 9d; to Port Pirie, 36s 2d.

The steamship rates from Grays Harbor, Willapa Harbor, the Columbia River and Puget Sound to Kinochow, Wei-Hai-Wei, Port Arthur, Taku, Newchwang, Kobe, Yokohama and Nagasaki are 30s and 31s 2d. Prevailing rates to Valparaiso and Callao from Grays Harbor, Willapa Harbor, Columbia River and Puget Sound are 46s 3d and 47s 6d, and to Cape Town and other South African ports, 57s 6d.

Recent charters announced include that of the schooner Melrose from Eureka to Hilo at $5.50.

The barquentine Gardiner City also has been fixed from Puget Sound to San Francisco on private terms.

THRILLING EXPERIENCE.

Seattle, Wash., April 19.—News of the thrilling experience of the officers and crew of the German ship Serak in a southwesterly gale on the north Pacific which threatened to destroy the vessel, was received to-day from her master, Captain Tobias Breckwold.

The Serak left Puget Sound for the Canary Island early in January and the report of Capt. Breckwold was made from Las Palmas, where the vessel put in March 26. For three days and nights the Serak battled with the gale, heavy seas breaking completely over her. As a last resort, when it became apparent that the vessel would either be lost or badly damaged, Capt. Breckwold ordered large quantities of oil, which she had as part of her cargo, poured over the sides of the ship. Only an ample use of the oil, Capt. Breckwold says, prevented her from being badly damaged and possibly lost.

Wreskage drifted alongside of the vessel after the storm subsided and he is certain that it came from other vessels which had been battered by the high wind and heavy seas.

MONSTER CARGO OF TIES ON LONSDALE

Canadian-Mexican Liner Leaving Port With Holds Full of Freight

(From Wednesday's Daily.)

Crammed to her hatches with ties and coal and carrying six passengers, the Canadian-Mexican steamship Lonsdale, Capt. Bates, will leave port to-morrow morning for Salina Cruz and way ports. The cargo which the liner has aboard is one of the largest that she has ever taken to Mexico and it is an eloquent proof that trade on this run is rapidly on the upbuild. Before long it is expected that the company will secure another vessel in order to cope with the situation.

The last two or three vessels to leave port for Mexico have all taken mammoth cargoes. The St. Roland on her last trip carried close on to 7,000 tons of freight and every inch of her large holds was utilized. Northbound, the vessels as a rule have only about 1,500 tons of cargo but at Victoria and Vancouver they are always assured a full load for the south.

For the past week the Lonsdale has been lying in Esquimalt harbor taking aboard railroad ties. The steam schooner Greyhound has completed discharging a cargo of ties brought from Eureka, Cal., and it is expected that the ship will get away to-morrow morning. While at Vancouver she loaded 1,500,000 feet of ties and came here to finish loading.

Besides having a large amount of ties on board the Lonsdale has several hundred tons of coal which was loaded at Boat Harbor. Most of the latter is consigned to Salina Cruz but the ties will be discharged at Mazatlan for a railway company which is constructing a road in the interior.

It is expected that the St. Ronald, which is under charter to the company, will arrive here from the south about the middle of next week. After discharging her cargo she will be released and the steamship Henley will once again take the sailings to Mexico.

TO EXTRACT GOLD FROM BLACK SAND

Plant to Be Operated on the East Coast of Graham Island

(Special Correspondence.)

Massett, April 12. — His Lordship Bishop DuVernet visited Massett and spent a week with Rev. W. Hogan, going over the settlements on the north end of Graham Island and preaching to large congregations. A meeting was held with the residents of the townsite, owned by the Natural Resources Company, and the matter of constructing a church, with the installation of a permanent clergyman, was discussed. At the Massett Indian reserve Alfred Adams presented an address to the bishop which was replied to in feeling terms.

A large number of new settlers seeking land are continually arriving on Graham Island. The present conditions, where the land is held under timber and coal licenses, precludes many from taking up homes. A body of settlers have staked lands on the east coast and are clearing. One of the recent arrivals has made his home in a hollow log and is the proud possessor of a number of high-class chickens, which are also nesting in the neighboring trees.

Messrs. Anderson and Hughes have brought over a splendid gasoline launch from Port Simpson. Several Indians are installing gasoline engines in their boats. With a tide running six miles an hour the launch travels from the head of Massett Inlet to the entrance and return—a fifty-mile ride—in one day.

The steamer Prince Albert commenced the weekly schedule April 6, leaving Prince Rupert on Wednesdays and returning on Thursdays of each week.

M. Wilson, Prince Rupert, is having his location at Delkatla Bay surveyed. A number of the residents of Massett Inlet have purchased acre lots on the west side of Delkatla Bay and will erect residences.

Dr. A. Ross Fraser, who has been suffering from malarial fever, left on the last steamer on a short trip to Prince Rupert.

Messrs. Pearson and Garde, mining engineers, who have been exploiting the black sand deposits on the east coast of Graham Island, returned from a visit to the lower coast and will proceed to operate the plant which is being installed to extract gold from the sands. The latest improved methods have been adopted and the results of their operations will prove the value of the deposits on the vast stretches of territory between Massett and Skidegate.

W. J. Cook closed down his mill and has left for Vancouver. The difficulty in obtaining timber and the scarcity of labor of the kind required, caused the shutting down of the plant.

A survey party, comprising fifteen men, under J. H. Nast, is engaged in surveying the 180 timber limits formerly owned by the Graham Timber Company at the head of Massett Inlet.

—Hugh Cork, assistant secretary to Marion Lawrence, of the International Sunday School Association, will address a meeting of Sunday school workers of this city on Saturday evening at 8 o'clock, in St Andrew's Sunday school rooms. Mr. Cork is a forceful, practical speaker. The general secretary for B. C., Rev. I. W. Williamson, will accompany him, and both speakers will be heard on Sunday in city pulpits.

WHEAT AND FLOUR GOES TO FAR EAST

Ningchow Carries Immense Cargo of Cereals—Also Takes Much Lumber

Carrying the largest cargo that has left Puget Sound for many months, amounting to over 11,000 tons, the big Blue Funnel liner Ningchow, Capt. Allan, left the outer wharf at 10 o'clock on Wednesday for Liverpool and other Old Country points via the Far East. Her capacious holds were jammed to the top with freight and the lumber which she carried had to be loaded on her decks.

Stowed deep down in the holds of the Ningchow was about 8,000 tons of wheat and flour which was loaded at Tacoma, and which is consigned to Japan and Hongkong. She also had 3,000 cases of canned salmon from British Columbia canneries, a half million feet of lumber for England and considerable general merchandise. About fifty tons of cargo was loaded at this port. Included in her lumber cargo were a number of large timbers, which will be discharged at London. They were about 18 inches square and varied in length. Twenty-one Chinese embarked here en route to their native land.

Many people interested in shipping and commercial matters often speculate upon the origin of the Blue Funnel. The explanation, which is probably unknown outside the immediate circle of shipowners, has been written by Alfred Holt in a memorandum appended to an oil painting of the first Blue Funnel steamer known as the Dumbarton Youth. Mr. Holt's memorandum is as follows:

"I have thought this picture of the first vessel which had a blue funnel might be of interest. I think her dimensions were about 130 by 29 by 12; her tonnage, according to Lloyd's register, was 187 tons. She was brought from Horsfall's in 1852, had been on the coast of Africa, and had a good many old stores in her, amongst others, muskets and Bibles. She was repaired and put into the coasting trade, Liverpool, Whitehaven and Cardiff. A new funnel was necessary, which was brought down unpainted, and as there was a lot of blue paint on board we used it, mainly on the suggestion of Capt. Middleton. She was sold at a good profit to take flour to the Crimea in, I think, 1855. Her builder was Denny, Dumbarton, 1847, and she was said to have been the first iron ship built and put together by ship's carpenters. She had a mahogany deck. Her engines were by Caird, Greenock. —(Signed) Alfred Holt, 1904."

ARGENTINE COMPANY SECURES RIVERSIDE

Well Known Sailer Sold—Submarine Apparatus for the Trans-Pacific Vessels

San Francisco, Cal., April 19.—The British ship Riverside, which left Tacoma October 14 with a full cargo of wheat, arrived at Hamburg Friday. She has been purchased by Argentine people, and her name will be changed to Domingos Joaquin De Silva. The Riverside, Capt. J. Jenkins, is well known at Pacific Coast ports, and principally on Puget Sound. She was laid up on the Sound for several months prior to her charter to load lumber at Tacoma. She is an iron ship of 1,590 net tons, built in 1886 by Russell & Co., at Port Glasgow. She was owned by W. C. Jarvis & Sons. She is 261 feet in length, 38-foot beam and 22-foot depth. The Pacific Mail Steamship Company has contracted with the Submarine Company to install submarine receiving apparatus on trans-Pacific line steamers. This system is already used by the steamers with the Toya Kisen Kaisha and other vessels on the coast, but is more general in vogue on the Atlantic, where it has proved a success in adding to the safety of navigation.

The American-Hawaiian Steamship Company announced yesterday that it has arranged with the Cie Generale Trans-Atlantic Steamship Company to handle freight between St. Nazaire, France, and the Pacific Coast ports over the Tehuantepec railroad. The French line steamers will make direct monthly calls at Puerto, Mexico, the Atlantic terminal of the Tehuantepec railroad, where their cargoes will be transferred across the Isthmus of Tehuantepec and picked up by the Pacific side freighter of the American-Hawaiian line.

CARPENTERS STRIKE.

Vancouver, April 19.—A largely attended meeting of carpenters was held last night to discuss the situation caused by the men's strike for a scale of $4.50 per day. Officials of the United Brotherhood and Amalgamated Society of Carpenters addressed the meeting, and Business Agent Pettipiece, of the Trades and Labor Council, also spoke. Between 150 and 200 men are out on strike, the balance of the 2,000 members of the unions being in receipt of the $4.50 scale, say the union officials.

It was decided to proceed with the fight. Last night's meeting was the largest yet held, there being some 1,500 in attendance. The principal subject under discussion last night was whether a general strike of carpenters should be called, and it was decided to leave the matter in the hands of the committee.

Hypnotism is scientifically studied in some of the French medical colleges.

LAND HARD BLOW ON ALASKAN CANNERIES

Packers' Association Will Seek No More Hawaiian Nor Filipono Help

San Francisco, Cal., April 19.—It is unlikely that the steamer Senator, of the Pacific Coast Steamship Company's fleet, will engage in any further attempts to bring Hawaiian and Filipino laborers here from Honolulu for transshipment to Alaska for work in the Alaska Packers' Association canneries. This second failure to enlist men from the Hawaiian Island to work in the Alaska salmon canneries for the season just begun has cost the Packers' Association $40,000, although local agents of the company claim to know nothing of the chartering of the Senator to bring laborers from Honolulu. The first fiasco was the jumping of their contracts by 275 Filipinos, Hawaiians, recruited at Honolulu by agents of the Packers' Association, when they arrived here.

The Alaska Packers' Association determined this year to change its system of hiring laborers. In former years its employees have been recruited almost entirely from the Chinese. The supply has been diminishing. It was necessary to get new blood into the ranks, hence the idea of immigration from Hawaiian Islands. But the Hawaiian planters have been having trouble of their own about labor, hence a rub that was principally responsible for the failure of the strike. The packers made another mistake. They persisted in the same wage scale used by the Chinese contractors and the same appropriation for supplies. The Hawaiians heard of the rice and chop stick fare and "sea lawyers" woke them up to the wage injustice. Chu Chu & Company, Chinese contractors, were commissioned to supply a part of 5,000 laborers to work in canneries. The agreement was merely verbal. The Chinese contractors would come to the terms demanded by the men and proved rather expensive to let them go.

PROGRAMME FOR IMPERIAL CONFERENCE

Proposal to Extend Scope of Discussion at Gathering In London

London, April 19.—The Times says that it is seriously to be hoped from every point of view that time will dispose the rumors that Premier Laurier may be absent from the Imperial conference, for the Canadian-American treaty is an outward and visible sign that a new era in Imperial politics has dawned, and it is of the utmost importance that Sir Wilfrid Laurier should be present, being, as he is, not only the principal author of the agreement, but the oldest and most distinguished member of the conference and spokesman par excellence for nationalism in the Dominion. Any imperial problem, whether of population, defence or commerce, could not be handled satisfactorily so long as there is no mutual understanding or obligation of the British nations one to another, and to the empire as a whole. What was needed was a frank understanding by the imperial conference as to how the British foreign policy stands at the present moment, and as it is likely to be affected by unforseen events, some arrangement or understanding should be maintained during the period when the conference is not in session.

The Standard expresses the hope that Mr. Guinness' motion in the House of Commons that the international situation should be discussed at the imperial conference will be accepted, for it deals with subjects of the highest importance and would make good the obvious and regrettable vacua in the programme of the imperial gathering. Some portions of the empire must necessarily envisage any agreement with the United States rather differently from Great Britain. Canada is an American power and, like her southern neighbor, has a seaboard on the Atlantic as well as the Pacific. Australia shares with the United States and Canada relationship with Eastern Asia and has close interest in economics of migration of the Asiatic peoples. His motion gives the Dominions special claim to have their views, when authoritatively expressed, properly considered before any arrangement is made. In the next war on any great scale colonial aid will be indespensable, for the moment Britain enters into hostilities the oversea states will be exposed to loss and danger.

The Mail says the time has surely come to part from the tradition that the foreign affairs concern only Downing street. The reciprocity agreement between Canada and the United States should convince the most hardened official of the necessity for calling the Dominion into councils with the Mother Country. It is hopeless to expect the Dominions to share the responsibilities of the imperial defence, if they deliberately withhold the knowledge upon which the defence is based.

NEW MARATHON RECORD.

Boston, April 19.—Clarence DeMar, Dorchester, who finished second last year, was the winner of to-day's marathon race from Ashland, Mass., to Boston, a distance of 25 miles. Unofficial time, 2 hours 21 minutes 39 3-5 seconds, breaking the record of 2 hours 24 minutes and 24 seconds held by Tom Longboat in the race of 1907. Fred J. Madden, South Boston, was a poor second by reason of an accident two miles from the finish. Ed. Fabore, Montreal, was third and Robert J. Fowler, Cambridge, fourth.

FLOWER SHOW AT DUNCAN ON SATURDAY

Annual Exhibition Under Auspices of King's Daughters —Choral Society Concert

Duncan, April 18.—On Saturday next the King's Daughters' annual spring flower and wild flower show will be held, and judging by the interest taken the success should quite equal that of last year. In each succeeding year the most interesting feature of these shows has been the splendid collections of wild flowers made by the children of the district. As an added value is given these collections when the flowers are correctly named these shows are of marked educational value. Indeed last year wild flowers were brought in that were in 3 or 4 instances unknown to the botanists who acted as judges.

Major and Mrs. Griesbach have returned from a holiday at Harrison.

The Duncan Choral society of more than 50 voices made its first appearance before an audience in the Duncan opera house Friday night. Being Good Friday it was of course a sacred concert. The first part of the programme, of a miscellaneous character, was as follows: Pianoforte duet, "Gloria in Excelsis," Misses Veda and June Ventress; song, "Lead Kindly Light," L. H. Finch; recitation and air (from Elijah), "O Rest in the Lord," Miss Bell; song, "Jersualem," G. H. Allen; violin solo, "Ave Maria," Miss Olive Royce; piano and organ, "Lieder Ohne Worte, No. 9," Miss Walden and C. Thompson; recitation and air, "If With All Your Hearts," C. Johnson; vocal duet, "Seek Ye the Lord," Mrs. Leather and C. Thompson; song, "Abide With Me," Miss Brown; piano and organ, march from Athalie, Miss Clack and C. Thompson. The second part of the programme was Sir John Stainer's "The Crucifixion," rendered by the whole society. The solos were taken by Chas. Johnson and L. H. Finch. The accompanists for the evening were Miss Clack, pianoforte, and Mrs. Bowden, organ, and the conductor Clarence Thompson, organist of St. John's Baptist church, Duncan, and of St. Peter's church, Quamichan, and it is due to the enthusiasm of Mr. Thompson that the Choral society has been organized. The opera house was well filled with a very sympathetic and appreciative audience. The proceeds are in aid of the new hospital in Duncan.

A sister society to the Choral society has been recently organized, and this is a much needed brass band; this has been formed largely through the efforts of Mr. and Mrs. Knocker, South Cowichan. A dance in aid of the band fund will be held shortly.

AUTOMOBILE CLUB WANTS GOOD ROADS

Committee Appointed at Last Night's Meeting to Discuss Matter With Councils

(From Wednesday's Daily.)

The Automobile Association is determined, if it is in any way possible, to secure better roads, not only in the city but in the surrounding municipalities. This important question was again brought up at last night's meeting, and a committee was named to arrange appointments with the city council and other municipal councils to discuss this matter, consisting of D. N. Ker, Luke Pither, Herbert Cuthbert, John Arbuthnot, James A. Wood, A. H. Styles and S. E. Weston.

It was also decided at the meeting that the association should take part in the coronation day celebration. A parade of automobiles will be arranged, and for the most beautifully decorated machine in the parade a suitable prize will be offered.

The financial statement was read by the honorary secretary-treasurer, John A. Hinton, and was voted satisfactory. The meeting was very enthusiastic, everyone present expressing themselves as being entirely willing to do everything possible to forward the interests of the club. President John A. Turner occupied the chair.

ROYAL ARCANUM.

Victoria Invites Grand Council Here in 1912.

A very interesting session of Majestic Council, No. 1815, was held Tuesday night, at which a large class of candidates was initiated into the mysteries of 1105. The degree was conferred upon these new members by Deputy Grand Regent Rosenweig, of Spokane, who has been visiting Victoria in the interests of the Royal Arcanum for the past two weeks.

Majestic Council decided last night to give during the next three months, one social session and public entertainment each month, at which not only the members, but their friends shall have free admission. A committee consisting of Messrs. Bowden, Howard and Welch was appointed to make the necessary arrangements for these affairs, and it is their purpose to provide for first-class enjoyment and a royal good time at each.

J. L. Beckwith, the Council's delegate to the annual grand council session, which opens at Seattle to-morrow, left for that city this afternoon. His instructions are to make every possible effort to secure for Victoria the annual session of the grand council in 1912, and it is to be hoped that he will be able to land for the Queen City this prize, as men of large affairs coming from all parts of the northwest are usually in attendance upon these meetings.

At the meeting last night much enthusiasm was shown in this respect and all expressed the hope that Victoria would be honored with the next meeting of this body.

DIES SUDDENLY FROM HEART DISEASE

Man Expires Few Minutes After Meeting Brother Whom He Had Not Seen for Years

Vancouver, April 19.—A few minutes after he had met his brother, whom he had not seen for years, Albert H. Page, a native of Eastern Canada, dropped dead yesterday afternoon in a shop at 54 Lorne street, east, where the brother was working. Page had just arrived a few minutes before from the east, and locating his brother, went to the shop where the latter was working. Attacked by heart disease, he dropped dead on the floor. He was about 30 years of age and unmarried.

SIR DONALD MANN ILL.

(Special to the Times.)

Toronto, April 19.—Sir Donald Mann has been seized with an attack of acute indigestion at Montreal. Several doctors have been summoned. He is a little easier this afternoon.

FOUR OVERCOME BY SMOKE.

Montreal, April 19.—Fire in the Old England millinery establishment on St. Catherine street, near Peel, caused $20,000 damage. Four members of the staff of the store narrowly escaped death, being carried out unconscious.

BRING WEALTH.

Winnipeg, April 19.—The immigration department announces that since the immigration season opened this year six million dollars in United States settlers' effects, outside of their money, entered Canada by North Portal and at Manitoba points of entry 3,548 settlers, with 512 cars of effects, valued at three-quarters of a million, entered.

ACCUSED OF USING MAILS TO DEFRAUD

President of Seattle Bank, Indicted at Spokane, Released on $2,500 Bail

Seattle, Wash., April 19.—Jas. A. Murray, president of the American Savings Bank and Trust Company of Seattle, and who is reputed to be worth $20,000,000, was arrested here on a complaint charging him with using the United States mails to further a scheme to defraud and gave $2,500 bail for his appearance at Spokane to stand trial.

Murray and five other men were indicted at Spokane recently.

In the indictment, it is charged that the men named proposed to organize a corporation to be known as the Idaho Hardwood Company and sell the stock by solicitations through the mail. The company was to have a capital stock of $225,000 divided into 225 shares of $1000 each.

In the letter sent out to prospective purchasers it was said that the company is the "strongest company in the United States." Murray's home is in Butte, Mont. He owns Seattle real estate worth more than $4,000,000.

MISSOURI PACIFIC RAILWAY.

Gould Faction Secures Election of B. F. Bush as President of Road.

New York, April 19.—Although forced out of the position himself, Geo. J. Gould, opposing the Rockefeller-Kuhn Loeb interests, caused the elevation yesterday of B. F. Bush as president of the Missouri Pacific railroad, defeating David R. Francis, former governor of Missouri. Mr. Bush is president of the Western Maryland railway.

The victory of the Gould faction was followed by the announcement of Kuhn Loeb & Company's withdrawal as bankers for the system, and with the resignation of Paul M. Warburton, the company's representative on the board, and of Cornelius Vanderbilt, an ally.

Edgar L. Marston, representing Blair & Company, Fred. T. Gates, representing John D. Rockefeller, and E. D. Adams, American representative of the Deutsche bank, voted against Mr. Bush, but did not sever their connection. It is rumored that Messrs. Adams and Marston also will resign, although this cannot be confirmed.

George J. Gould and Kuhn Loeb & Company issued statements explaining their side of the case, Mr. Gould regretting the withdrawal of Kuhn Loeb & Company, but congratulating the road upon the selection of Mr. Bush. Kuhn Loeb & Company stated that they did not favor Mr. Bush, and because of his election Messrs. Warburton and Vanderbilt felt "unwilling to share responsibility in the management of the company under these circumstances."

SIXTY-NINE REBELS SLAIN.

Fight Between Mexican Insurgents and Federal Troops Lasts Two Days.

Tucson, Ariz., April 19.—A special from Mazatlan, Mexico, says: Mail advices from Tamazula, in the state of Durango, says that in a sanguinary battle between a force of rebels, under command of an American, William Simmons, and national troops, which raged for two days, sixty-nine rebels, including Captain Collins, were killed and 150 wounded.

OHIO TRAGEDY.

Youngstown, Ohio, April 18.—Grant Riegerd, a plumber, attacked his wife and five children with a gun and axe and killed his wife and three children and probably mortally wounded the other two children. He then shot and killed himself.

London consumes 11 tons of salt a day.

The amount of blood in the human body is 1-13 of the body weight.

BOARD PREPARING TO INVESTIGATE

Members Will Hold Session at Lethbridge to Inquire Into the Mining Dispute

Fernie, B. C., April 19.—J. D. McNiven, representative of the department of labor, who is looking closely after the organization of the conciliation board now being formed to investigate the disputed matters between miners and operators, arrived back in Fernie this morning from McLeod where he was yesterday, to be ready to transact his part of anything that the operators might decide upon at their meeting at that place. Mr. McNiven at once sought out Mr. Carter and told him of the nomination of Colin McLeod by the operators to be Mr. Carter's associate on the board and said Mr. McLeod would come to Fernie on the westbound local this afternoon to consult him as to the chairmanship of the board. Failing to agree upon a nominee these two members will notify Mr. McNiven who will at once communicate the fact to Ottawa where a chairman will be named and the board completed. It is not thought probable here that the two nominees of the board will be able to agree but that it is not a foregone conclusion.

The first meeting place of the board after being formed will probably be Lethbridge.

There are meetings of the locals at Michel to-day, at Corbin to-morrow and at Hosmer on Friday. The executive of the district adjourned last night and the members have gone to outside locals.

DOUBLE LINE TO ALBERNI.

Superintendent of C. P. R. Telegraphs Makes Announcement of Improvements.

(From Tuesday's Daily.)

B. S. Jenkins, western superintendent of the C. P. R. Telegraph system, reached the city last evening in company with J. Fletcher, the Vancouver superintendent. Speaking of improvements to Vancouver Island connections Mr. Jenkins makes the announcement that a double line between this city and Alberni will be installed at an early date and placed in operation simultaneously with the opening of through railway communication. The present means of communication will be used as a reserve wire.

In regard to improvements to the company's telegraphic system throughout the province, Mr. Jenkins says that from six to seven thousand miles of copper wire will be strung in the province this year. Before the end of the present year the C. P. R. will inaugurate a through service from Victoria and Vancouver direct to Chicago. At present messages to Chicago from Victoria have to be relayed.

Another projected improvement will be the putting into effect of a new circuit to eastern points through Sudbury and Sault Ste. Marie, and another running between Minneapolis and Winnipeg.

Mr. Jenkins expresses the opinion that Victoria has the best telegraphic service of any city of its size reached by the entire system. Messrs Jenkins and Fletcher leave to-day for a tour over the island telegraph system.

PRETTY CHURCH WEDDING.

W. H. C. McGregor Marries Miss Florence Wills at St. Paul's Church.

A very charming wedding took place Tuesday evening at St. Paul's church, Esquimalt, when Rev. W. Baugh Allen officiated at the ceremony which made man and wife Mr. William H. C. McGregor, hardware merchant, Johnson street, and Florence Amelia, youngest daughter of Mr. Sampson Wills, of Cornwall, Eng. The bride was attired in white taffeta, and carried a shower bouquet of lilies of the valley. Miss Dorothy Watson was bridesmaid and the groom was supported by Mr. W. J. Tanner.

Immediately after the ceremony the bridal party and a number of friends proceeded to the Empress hotel and partook of a wedding supper, at which the following guests sat down: Mr. and Mrs. George Watson, Miss P. Watson, Mr. and Mrs. Beaston, Mr. and Mrs. W. A. Wallace, Mr. and Mrs. W. E. Ditchburn, Mrs. Blackett, Mr. and Mrs. Bassenett, Mrs. W. Turner, the Misses Nora and Jack Turner, Mr. J. Morley, Mrs. Morley and Miss Morley, Mrs. W. Tanner, Mr. Green, Mr. and Mrs. Petch, Mr. W. Clarke, Mrs. Vigor and Mrs. Anderson.

The honeymoon is being spent in Portland, Ore., and on its conclusion Mr. and Mrs. McGregor will take up residence on the corner of Menzies and Quebec streets.

ENDS HIS LIFE.

Oakland, Cal., April 18.—H. G. Brown, who committed suicide here last night, was formerly a well known liquor dealer of Spokane. He came here about six weeks ago and was utterly destitute. Failure to secure employment caused him to take his life.

He left two letters, pathetic in the extreme, to his wife, who is here. Brown was known in the northwest as "Doc" Brown.

SHOOTS HIMSELF.

Albuquerque, N. M., April 19.—Despondent over a fatal illness which would have ended his life in a few days, Thomas H. Hubbel, prominent in public life for years in New Mexico, shot and killed himself to-day.

The automatic cigarette-lighter is claimed by the French excise authorities to be a contravention of the government match monopoly. The judicial authorities are taking proceedings against a pedlar in whose possession forty-two automatic lighters were found.