

CONTRACTORS MEET PREMIER

And Present Circumstances of Present Strike on C. N. P. Construction Line—Special Protection Sought

Representatives of the contractors at work on the line of Canadian Northern Pacific construction on the mainland had an interview with the premier and the attorney general at noon yesterday with reference to the situation that has been created by the strike of six thousand men between Hope and Kamloops, in the Fraser valley. The deputation was introduced by Mr. J. P. Shaw, M. P. P.-elect, of Kamloops.

The view of the situation entertained by the contractors was set forth by Mr. T. H. White, chief engineer of construction; Mr. J. M. Mercer, superintendent of the Northern Construction Co.; Mr. Angus McDonald, of Grant Smith & Co.; Mr. Robert Twohey, and Mr. Alexander Kellett.

The gist of their explanation was that the trouble originated really last August, when a couple of representatives of the I. W. W. established themselves at Lytton and began persuading the men to join that organization. The situation for the last few months has been a constant struggle between the contractors and the I. W. W. As the money came in from these sources, secretaries and other agitators were employed and permanent headquarters were established at Lytton. The contractors were aware that these things were going on but had no idea of the progress the mischief had made until the trouble broke out suddenly on Thursday last.

The contractors alleged in their conference with the premier yesterday that, as a matter of fact, there are not more than twenty active agitators engaged in the whole business. The men made no demand for increased wages or for anything else. They were simply quiet.

As the crowd increased they went from camp to camp, persuading or coercing others to quit, until the whole six thousand men along the construction line were idle. About one-third of these men are still encamped, and are being fed at the contractors' expense as they allege that they are quite willing to go to work again if given adequate protection. The other men are "hanging about" in large numbers in the neighboring towns, and several hundred apparently have come to Vancouver or other coast points.

Unless protection be afforded at once, the contractors declared that they would not be able to keep their good men together and the result would be that their gangs would be completely scattered and the work of organization would simply have to be done over again.

The premier in reply assured them that any man who wanted to go to work would be given full protection in so doing. He added that Superintendent Campbell of the provincial police would be sent to Yale immediately, where he would consult with Inspector Smith, who was already on the ground. He will then hold a conference there with the contractors and with any of the men who may wish protection.

Having thus looked into the situation, Superintendent Campbell will take whatever steps are adjudged necessary for the

Protection of the Peace

and for the protection of any of the men who may desire to return to work. As a matter of fact the government has already a considerable force of provincial police on the ground. These extra men were sent yesterday, one from Victoria, one from New Westminster and one from Abbotsford. There are also two provincial policemen at Yale, two at Lytton, two at Spence's Bridge, two at Ashcroft and two at Savona.

Although there have been many rumors of disorder or threatened disorder, Superintendent Campbell said that at different points, the only case which has been reported to the government is that of a special policeman at Spence's Bridge, who has been placed under arrest for shooting a striker in the leg. This special officer was awarded a pay of local justice of the peace and was paid for his services by one of the sub-contractors. His activities were unknown to the attorney general's department until the report of the shooting reached here.

The executive of the I. W. W. at Yale has telegraphed to the attorney general, suggesting that the saloons should be closed until the trouble has been settled.

Superintendent Campbell left for the field of disturbance this morning.

Watching For Agitators
VANCOUVER, April 3.—Reports that armed strikers have driven men off the Canadian Northern Pacific at Yale have caused the police authorities at Vancouver and Victoria to prepare for a threatened outbreak of strikers to the coast.

Orders to the detective force for all such men as the police might take prompt steps to apprehend on the first symptom of disorder.

The men now in Vancouver are being urged to refuse to work more than eight hours per day after May 1. The agitation for an eight-hour day is being pushed by the I. W. W. organization.

Officials of the C.P.R. declare that under no circumstances will the men who have quit work in the Canadian Northern Pacific be given employment by them. They state that they choose their men with great care and any who have the earmarks of the I. W. W. are summarily dismissed.

THIRD TERM CANDIDATE

Colonel Roosevelt's Campaign Manager Is Very Sanguine of Success

OYSTER BAY, April 2.—With Senator Dixon of Montana, his campaign manager, Colonel Roosevelt mapped out

PLAN TO SPEND TWO MILLIONS

Canadian Collieries Building Railway to New Shaft and Constructing Hydro-Electric Plant to Operate Mines

Developments, approximating in actual expenditure, something approaching \$2,000,000 are at present under way by the Canadian Collieries (Dunsmuir) Limited in connection with their properties on Vancouver Island. The developments referred to comprise the building of a new railway line from Trent river to the new No. 8 shaft, the rebuilding of a portion of the line with 80 lb. steel, and the construction of a hydro-electric plant to substitute the present steam power by that of electricity. It is estimated that the construction of the new line alone will cost in the neighborhood of \$850,000, while the cost of the hydro-electric plant, upon which construction work has already commenced, will cost another \$750,000. It is stated that the opening up of the new shaft will mean the employment of 750 more men.

What the above developments will mean to the Comox district, within which the operations of the company are confined, as well as to the whole of the island generally, cannot very well be estimated at the present time, but that they will contribute greatly to the settlement of that part of the country may be taken for granted. Even now from Union Bay, on the coast, which is the base of the company's operations, up the country to the various shafts which are operating, there are a number of growing industrial communities, and it is certain, with the increased opportunity for work which is bound to follow the opening of No. 8 shaft, that the population of that section of the island will be considerably increased.

Contract Is Let
The line which is proposed to build extends from Trent river to No. 8 shaft, a distance of some six and a half miles. At the present time the company has a line running from Union Bay to Cumberland. The new line will branch off north at Trent river to the shaft. At the present time the line running from Union Bay to that point is of 12 lb. rails, and it is the intention of the company to have this section rebuilt with 80 lb. steel, as stated above, in order to accommodate the heavy traffic that will henceforth be traversing it. For the construction of the line to No. 8 shaft the contract has already been let and arrangements for commencing work at the earliest possible moment are under way. Mr. Clarence Howe, Pemberton block, is the contractor who will carry out the work, and he is at present engaged in getting his camps arranged. It is stated that the road will be completed about the beginning of December, at which time it is proposed to have the new hydro-electric plant completed and ready for operation.

As a matter of fact it is the intention of the company to, as far as possible, have everything in readiness by the first of December for switching from steam power to electric power. Every piece of steam-driven machinery at present in use in the mines will be discarded on that day in favor of electrically-driven machinery. In order to achieve this end the work on the line is being hurried. The power will be generated by water from the Puntledge river, Comox, from where the transmission lines will be strung. The Escher Wyss company of Toronto is furnishing the turbines for the plant and the Canadian General Electric company is providing the generators, which, needless to say, represent the very latest word in engineering science in relation to this particular class of plant. When the idea of the company is fully realized their collieries will be the only ones in the world operated by electric power.

STILL LIFE IN THE OLD BULL DOG

English Athletes Have Done Well in Britain in Winter Season—Olympic Prospects

LONDON, April 2.—English athletes have given unmistakable evidence in the past few days that there is still life in the old bulldog, and those who have been shouting about the physical decline of the English race are for the moment silenced.

Of course the performance that instilled the greatest joy into the heart of the Briton was the regaining of the cricket "ashes" which the Australians carried away some seven years ago and have held ever since. The Australians were beaten in such hollow fashion that the London papers and the public as well have rushed from gloomy pessimism to that cocksure pride which is commonly supposed to come before a bad fall. As a consequence it is on all sides predicted that England "cannot help winning the great triangle" test cricket matches between teams representing South Africa, Australia and this country, which are to be held here during the coming summer.

The second of the trio of events that turned the English sportsman-spectator into an optimist was the easy victory of England over Ireland in the annual rugby match. To fill to overflow the Englishman's cup of happiness came the defeat of the Irish association team by England on the same day.

But despite these evidences that they are still to be reckoned with in some lines of sport, those who have followed athletes at all closely in this country know that England is in a bad way for athletes to represent her at the coming Olympic meeting at Stockholm. It is the well-known universal opinion that not for many years has there been such a dearth of first class material. In scarcely a single field event can England be said to have a man who is capable of giving the best of other countries a real race. In cycling, archery and similar pastimes, in swimming, football and in one or two other sports, she will probably carry off the chief honors, but she will make nothing like the showing in the honors list that she did on her own grounds four years ago.

Question of Water Rights
WASHINGTON, April 2.—In a case of vital interest to irrigation farmers of the west, the supreme court held today that land owners along a river had no right to object to a change in the river's current by riparian owners below them. The court held that the landowner's estate in Idaho was not entitled to damages because the current of water used for irrigation from the Snake river had been changed by dam built by a power company below.

EIGHT NEW LINERS FOR HOLT COMPANY

Blue Funnel Line Plans Service between United Kingdom and North Pacific via Panama Canal

With a fleet of 66 steamers already in service, advices from Europe state that the Holt company has ordered and under construction eight new liners, says the Tacoma Ledger. The company plans an extensive enlargement of its services with the opening of the Panama canal and under consideration is a line from Europe to the North Pacific via the canal. The present service from Europe via the Suez canal and Orient to this port will also be continued. Two of the new liners for the Australian service will be of 12,000 tons and about 600 feet long. They will have fine passenger accommodations.

Five new steamers of large tonnage and with passenger accommodations are being constructed for the trade to the other half of the globe, between the North Pacific coast and the United Kingdom through the Panama canal. All these vessels will be completed and ready for service within the next two years, when it is expected the canal will be ready for use. It is considered probable that the steamers will commence a service between here and the United Kingdom by the longer route through the Straits of Magellan before the canal is finished, so that a good trade can be fostered before the canal is used.

A very marked increase in the orders for steel rails by the United States railway companies is one of the most promising signs of the times.

TEXTILE STRIKE

Members of Many Other Trades in New England Join Banks of Unemployed

BOSTON, April 2.—Painters, decorators, carpenters, granite workers and store clerks in various parts of New England, joined the ranks of thousands of striking textile workers yesterday. Like the mill workers

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JUDGMENTS IN COURT OF APPEAL

Verdict for C. P. R. in Action Brought by Brakeman for Injuries Received at Spence's Bridge is Upheld

VANCOUVER, B. C., April 2.—At the opening of the court of appeal here this morning, judgments in 23 appeals were delivered. Of these 11 were allowed, seven unanimously. There were two cases over the sale of Coquitlam real estate. In that of Langman vs. Newberry, the appeal was allowed, but in that of Mercer vs. McQuarrie it was dismissed. The latter suit was brought to compel the sale of acreage in which McQuarrie brothers had a one-fifth interest. They refused to complete the sale and their action has been upheld by Mr. Justice Clement, but the court of appeal, Sir Charles H. H. Tupper, K. C., appeared for the plaintiff in this case and Mr. S. S. Taylor, K. C., for the defendant.

In still another case in which the same counsel were engaged their positions were reversed. It was that of Clarke vs. C. P. R. Clarke, a brakeman on a freight train was knocked off the side of a car by a standpipe at Spence's Bridge. He brought an action against the company on the ground that the stand pipe was placed too close to the track. Judgment was given for the defendant company, and this the court of appeal has upheld.

In this case Mr. Taylor appeared for the plaintiff and Sir Charles H. H. Tupper for the defendant company. The C. P. R. was less successful in the case brought against it by Mr. Farquharson, an Elk River rancher, who brought action for damages to his property by fire. The lower court dismissed his claim, but the court of appeal held that there was no doubt that the fire originated on the C. P. R. right of way and awarded him \$500 damages.

The appeal of George Root, who lost his eyesight while working in the Coquitlam power tunnel was dismissed. When the case was tried on October 9, 1910, the jury awarded him \$3,000 damages, but the judge quashed the verdict as against the weight of evidence. Against this decision he appealed without success.

The city lost its appeal in McPherson vs. Vancouver. The plaintiff broke his leg when a grating on Granville street with decayed frame-work gave way beneath him. He sued and was awarded a heavy verdict against the city and Mrs. Sterling, the owner of the building in front of which the grating had been placed. The court dismissed the appeal of the city, but allows it on behalf of Mrs. Sterling.

In the long drawn out real estate case of Gordon vs. Holland, which has already been to the privy council once, the judgment of the lower court on a second trial was quashed with no order for costs. From this judgment Mr. Justice Irving dissented.

In the case of Brown vs. Hope et al., arising over the sale and delayed delivery of a dredge, both the appeal and a cross appeal on a counterclaim were dismissed. In the damage case of Latham vs. Heaps, the appeal was allowed. Chief Justice MacDonald dissented. This will mean a new trial.

By request of counsel the appeals in the case of the Canadian Collieries vs. Dunsmuir, Dunsmuir vs. Mackenzie, Caldwell vs. Minister of Lands and Clark vs. Minister of Lands were allowed to stand over till the June sitting in Victoria.

The court was occupied in the afternoon with the hearing of the appeals in Davie vs. Victoria and Humphreys vs. Victoria. Both are still unfinished.

TRAVELLING INCOGNITO

Prince of Wales As Earl of Chester Is Visiting Paris

PARIS, April 2.—The Prince of Wales arrived at Gare du Nord last night and was received by the prefect of Paris, M. Lepine, the Marquis and Marchioness de Breteuil and several members of the British colony.

The Prince was started greatly by a volley of flashlights which newspaper photographers greeted him. Mr. Lepine reassured him, saying this was the first mark of esteem of the Parisian public. A large crowd outside the station cheered him as he entered the automobile and drove off to the Breteuil home.

The Prince of Wales is here incognito under the name of the Earl of Chester. He will be received by President Fallieres.

All Fools Day Joke
NEW YORK, April 2.—Hundreds of pedestrians crowding into the Nassau financial district shrank back in terror yesterday when the form of a man came hurrying down from the 14th floor of the Equitable tower building. Police officers rushed to the street where the figure landed and found it to be a dummy stuffed with hay.

BUDGET OF CLOSE TO A BILLION

British Exchequer Has Surplus of 33 Millions—Loss to Revenue on Account of the Coal Strike

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The loss to revenue from the coal strike has been upward of \$2,000,000 so that but for the strike the surplus would have been \$35,000,000.

The estimated expenditure for the fiscal year 1912-13 amounts to \$34,625,000, an increase of \$38,905,000 over that of last year. This is mainly due to the compulsory insurance act for workmen and the acquisition of all the telephones in the United Kingdom by the state.

From the good outlook the chancellor of the exchequer stated that it would be safe to estimate an expansion of most of the revenue producing taxes. He announced therefore that although there would be no reduction of taxation no new taxes would be imposed. The revenue for the coming year he estimated at \$35,945,000, leaving a surplus of \$1,320,000.

The chancellor has taken a rosy view of trade prospects. He said: "Trade throughout the world appears to be in an exceptionally healthy condition. Conditions in the United States are better than they have been for many years. There is one disturbing factor, the presidential election, but I do not think that is going to have a very serious effect on the trade of the United States."

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Andrew, as he was known to the thousands of people acquainted with him in all parts of the province, was a native of Nairn, Scotland, where he was born in 1840. He emigrated to eastern Canada about the year 1871 and for a time worked in the province of Ontario. The news of big finds of gold in this province attracted his attention, as it did that of many others, and in 1873 he decided to come west. On arrival in Victoria he joined a party en route to the Cassiar country, and engaged in mining in that district with considerable success for a number of years. The winters were spent in this city.

Having amassed a competency, Mr. Tolmie in 1891 acquired all the interests of the late Mr. John Boyd in the wine merchant's establishment on Yates street, near the corner of Government. Very shortly afterwards he was joined as partner by Mr. Duncan Stewart, and until 1904 the business was conducted under the firm name of Tolmie & Stewart. In that year Mr. Tolmie retired and took up residence on Fernwood Road, where he lived until his removal to the hospital a fortnight ago. The business was taken over by Mr. Stewart and is being conducted by him still.

Mr. Tolmie possessed those sterling qualities of mind and heart which have given the sons of Auld Scotia a world-wide renown. Though blunt of speech and to outward appearance little moved by the kindlier sentiments, this was ever responsive to those to whom fate had been cruel. He had a keen sense of humor, and as his ability as a raconteur was considerable he never lacked

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Relief in Nebraska Allows Resumption of Traffic—Damage in Wisconsin

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A French aviator points out that while there were ten aviators killed in France in 1910, the total mileage of flight there for the year was about 112,000, giving one death to every 31,200 miles flown. That, it is argued, is not a high rate of mortality. Moreover, last year, there were 26 deaths in 1,625,000 miles of flight or one death to every 62,500 miles. Those figures make aviation seem less deadly than some have supposed it to be, but they cannot conceal the perils of flight under even the most favorable circumstances or the madness of trying venturesome tricks in midair—New York Tribune.

Amundsen's Achievement
The enterprise appeared in the light of a mere dash for the Pole, designed to forestall the British expedition in the most spectacular, though not the most valuable part of its work; and although British feeling would have been fully in sympathy with such an enterprise if openly declared, the circumstances of its inception produced a less favorable impression. We may sincerely congratulate Captain Amundsen on his skill and daring with which he has carried out his plans, and added a great triumph to a fine record. But our national sympathy and admiration will none the less be accorded to Captain Scott and his comrades of the British expedition if they have lost the credit of reaching the South Pole first, or even if they do not reach it—London Times.

A Threatened Business
The coal business is to a certain extent a threatened business. Other forms of power and fuel are coming into competition with it; and it cannot arbitrarily advance its prices. If the majority of the factories were not fitted with machinery dependent upon coal, we should probably see more oil used as fuel by a very considerable amount than we do today; while water power and electricity are rapidly cutting into its market from the other side. A prolonged strike will lose it many customers who will never return; and the cost of breaking in unskilled labor would have a somewhat similar effect. If the mine-owners are not to be coerced on the ground that their "property" is of the nature of a natural monopoly and not of the character of private property at all, coercion may as well be dis-

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