The Semi-Weekly Colonist.

VOLUME XLV NO. 35 — VICTORIA B. C FRIDAY APRIL 10 1903. — FORTY-FIFTH YEAR

COLUMBIA TOWED TO PORT BY THE NORMAN ISLES

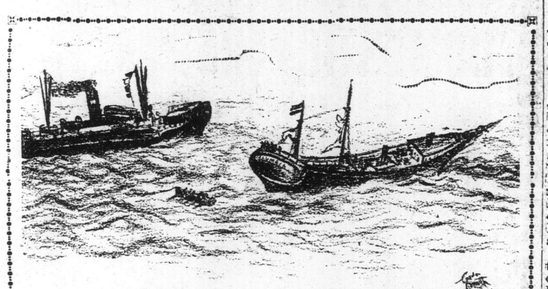
Was Dismasted And Helpless Drifting Toward Rocks of Vancouver Island When Salved By Norwegian Turret Steamer.

Would Have Been Wrecked On the Island Coast Had She Been Left.

The Terrible Experience of the Crew of the Long Overdue Ship.

Masts All Rolled Out of Her As She Labored In a Tremendous Sea.

The long overdue German ship Columbia, 2,518, Schwarting, 71 days from Kobe in ballast, to load lumber at Chemainus, and reinsured at 50 per cent., lies in Esquimalt harbor with but the lower parts of her mizzen and jigger masts standing above the battered hull, and the torn remnants of her ribboned jury canvas flying in the wind. From the stump of the broken jigger she is flying the tri-colored German flag. Nearby is the Norwegian steamer Norman Isles, 2,191, Arff-Petersen, of Tonsberg with her decks looking like a floating lumber yard, laden with 1,780,000 feet of lumber from Portland for Dalny, in Russian Asia, for the Pacific Company of Portland. The hawser is still fast between the steamer and the derelict—which looks the picture of a



Norman Isles Sending a Line to the Columbia.

hopeless wreck. Had she not been picked up on Monday by the Norman Isles she would no doubt have been lost on the Vancouver Island coast during the Southeast gale of yesterday, and disaster would perhaps have resulted, as her boats were all gone—at least this is what Capt. Schwarting believes would have resulted.

The Norman Isles passed out on Sunday from Comox, where she loaded bunker coal, and on Monday morning she was steaming Westward on her voyage to Dalny, when through the haze the lookout made out the derelict. Steering towards her—the dismantled ship was then about sixty miles to the Westward of Cape Flattery and not more than fifteen miles from Wreck Bay, on the Vancouver Island coast—it was seen that the wrecked German vessel was flying the signals:

"In need of immediate assistance."

Capt. Arff-Pettersen, of the Norman Isles, tells of what followed. He said: We did not want to go to the vessel unless the crew were on board, and we steamed nearer. Soon we saw through our glasses that the crew were on board, and we ran up signals asking: "Do you want to leave the ship?"

To which the Columbia replied: "Yes; we'll leave, if you will not stand by."

Then, says Capt. Arff-Pettersen, we signalled to them to send over a boat. It was blowing a fresh breeze, and there was a heavy sea running at the time. They signalled back: "Our boats are broken, and we can't get out." I sent my mate, Capt. Hansen, over to the Columbia, for we had come well up to her then, and we saw that she was quite a wreck. I told him to tell them that we would take the crew out of her, but we would not bother with the ship. This was about ten o'clock on Monday morning.

Capt. Schwarting came on board the Norman Isles, and we sat in the cabin and argued what should be done. I didn't want to go back, and he didn't want to lose the ship. Finally he said that if I wouldn't save the ship, he would stay by her. There were thirty men on board, and I didn't want to leave that number of men in such danger, for she would have gone ashore before long on the Vancouver Island coast, and they had no boats. I didn't like to take that number of men to Japan—we were to call at Muroran for coal—so I ever want to see, and the ship was nearly lost then.

We lost our foresail and had to keep the ship before the wind with a reefed topsail and lower topsail. It will give you an idea of how we labored in that gale, with seas breaking over us, when I tell you that we had three men at the wheel. The foresail blew right out, being completely ribboned, and it was very hard to keep the ship before the wind. Big seas were breaking on both sides and had we failed to keep her to the wind as we lay to in that gale, she must have been swamped.

On the morning of March 27, the wind freshened to a gale from the South and shifted to the Southeast with increasing violence. The ship labored heavily as she was buffeted in the tremendous sea. All afternoon the wind blew with ever-increasing strength, and by ten o'clock that night a hurricane was blowing. At midnight the ship was rolling from beam to beam in a terribly confused sea, which was running to great heights, and she was shipping big seas over either rail as she swung from beam to beam, almost dipping her swinging yards in the waves.

The wheel was hard, and three men were working it to keep the vessel to the wind, and rolling from beam to beam, the waves sweeping everything moveable about her decks, it was a terrible night. About two o'clock in the morning there was a sharp crash of breaking iron, and the main gallant mast carried away, broke right out, and

said I would try to take the ship to Victoria.

We sent the boat back with the captain to make ready the turn, and told him to hoist his flag when he was ready. We went astern and stood on the lee side of the derelict. When they were ready, we sent the boat with a thin line, following that with a thicker line, until we had worked a hawser on board, and at 2 o'clock on Monday afternoon we started back for Victoria with the Columbia in tow. The weather was squally, a strong breeze blowing from the West-southwest, and there was a heavy Westerly sea. The wind veered to the Southeast during the night, when we got our tow into the Straits, and yesterday there was a heavy gale setting towards Vancouver Island.

So much for the rescue. Capt. Schwarting tells of the wrecking of his fine large iron ship. It was on March 27, and the following day, in the same terrific hurricane encountered by the Rahane and Invermark, and in which the latter vessel shifted her ballast and had a narrow escape from turning turtle, that the masts of the Columbia were carried away, heavy iron masts being snapped to the deck, and it was almost a case of total loss and "posted as missing."

Capt. Schwarting says: We left Kobe in ballast—sand and stone—on January 27, bound for Royal Roads. Heavy Northeast winds were encountered for a week, and the Japanese pilot was carried to sea. Ten days out from port we encountered an awful gale, in about 142 East—as fierce a gale as I

as thrown on to the topsail yards, which came down with a crash, and broke the foretopsail and gallant traces as the wreckage fell from aloft. The majority of the crew worked, drenched and suffering though they were, and tired as a result of the loss of sleep, worked hard and cut away as much of the wreckage as they could, although not so much as I would have wished, when, as the ship strained in the heavy sea, there was another crash, and down came the main lowermast.

Clear to the deck the mainmast had been broken away—the lower part going about an hour after the upper part broke away. When the lower part fell it lifted clear over the ship's rail, breaking nothing away with it, and not even leaving a mark on the rail where it had pitched over as the ship rolled. The decks were littered with wreckage, and the crew, with axes, chisels and every available tool, were straining every effort to cut away the wreckage, which, held by the rigging, was battering against the iron hull of the ship and threatening to punch a hole in the plates. Several of the crew were bruised and slightly injured, one man so badly that he had to remain in the cabin all next day, but all soon recovered, and when the next lot of the top-hamper came down, were working as hard as ever to clear ship and keep her free.

The wreckage had hardly been cleared—and daylight was breaking in the storm-swept sky—when, two hours later the foremast cracked loudly and came clean to the deck, the wreckage, spars, rigging and all, pitching clear overside without as much as touching the rail. The rigging which still held anchored the broken mast and gear to the vessel's side, and with every sea the iron mast—like a big ram—was battering against the plates of the Columbia's hull. It seemed that the vessel must be lost, for the tired crew seemed all unequal to the effort of cutting away this dangling wreckage; but after two or three hours of trying work with the whirling spray breaking over them, and now and then a big wave threatening to wash them from the rail, to which they clung desperately, they managed to clear away the wreckage, and free the ship.

Then I sent three or four men down to examine the hold, to see if the bumping of the wreckage against the plates had caused any leakage, but the ship was still dry. Despite all the buffeting, she had not sprung a rivet. All that morning—the 28th—the ship rolled from beam to beam in a heavy sea, and about ten o'clock she rolled the mizzen-topmast out of her. It broke all the gear, and the yards came down. Instead of flying overside, as did the top hamper, which had come down previously, the yards hung fast and swished from side to side as the ship rolled, for some fifteen minutes, before they broke away and fell over the side.

On the 29th, after the vessel had rolled helplessly for some time in an awful sea, we rigged up a jury rig, with the mizzen-topmast staysail and the storm spanker, to keep her to the wind, but she would not lie to the wind. Then we bent a line to a sail and made a drag from the fore end of the ship to better keep her to the wind.

I put several bottles overboard with the position of the Columbia and the date. I said in the message that we had lost our masts and were helpless, and could not do anything with a jury mast. There was nothing else for it but to drift and wait.

When the Norman Isles saw our distress signals, the crew had all put on life preservers, and as the shore of Vancouver Island could be seen in the distance dimly, it seemed that the vessel must have gone ashore; in fact, I have no doubt but that the Southeast breeze which blew yesterday would have carried us on the rocks of Vancouver

(Continued on Page Eight.)

Jail Breaker Away Again

Convict Jones of Westminster Fools the Terminal City Police.

Mr. R. B. Seabrook Recipient of Handsome Souvenir From Former Co-Workers.

Petition to Wind Up Associated Canneries Company Dismissed.

From Our Own Correspondent.

Vancouver, April 8.—Jones, the jail-breaker, is away again. Westminster jail could not hold him, and it is unreasonable to suppose that the city lock-up could. His escape was very cleverly executed, and the chief is so astounded at his escape with Jailor Crawford sitting on the other side of the door, with but a thin partition between them, that he has suspended that officer pending an investigation. It happened, however, that while the youth Jones, who is but 21 years old, was working at the iron bars of his cell, a drunken Indian was yelling and pounding at a cell door, thus drowning the noise. Jones made a blanket rope of 20 feet long, tying a hook on the end, made from the handle of the cell slop bucket. With this hook he prized off the wood which the iron bars were let into, and tied one of the bars to the end of the rope to weight it. He then crawled through the hole left after the bars were extracted, the hole being 9x12 inches. Reaching the kitchen, he broke the lock, finding more iron bars four feet long in the kitchen window. He bent them sufficient to squeeze his body through, and throwing the hook at the end of his rope on top of the 20-foot fence, he scrambled up and escaped.

The petition of the B. C. Packers' Association to have the united canneries of British Columbia wound up has been dismissed. The former are stockholders in the U. C. C. Company, which controls the canneries on the Gulf, English bay and the Fraser.

A rough-looking character said to answer the description of the missing jail-breaker Clark, walked up to the residence of Mrs. Dragovich, 187 Dunsmuir street, and after using abusive language, whipped out a revolver and fired two shots, both of them going close to Mrs. Dragovich. It is thought that the man's intention was to frighten Mrs. Dragovich into quiescence while he committed a burglary on the premises. He changed his mind, however, and ran away.

A very pleasant affair took place at the Albion Iron Works offices yesterday, when Mr. Bagster R. Seabrook, late general manager of that company, was presented with a beautifully illuminated address and a handsome souvenir for Mrs. Seabrook. Mr. Seabrook has been connected with the company for 20 years, and by his courtesy to the employees and his kindness of heart displayed on innumerable occasions, which are now recalled and talked over by the employees, who are reluctantly forced to bid him an official farewell, Mr. Seabrook gained the esteem of all those with whom he was associated. Thus it is that the Vancouver employees took pleasure in reminding him of their good will in presenting the address and souvenir. The former was illuminated by Thos. Allan, who executed similar work on the occasion of the presentation of the address to the then Duke of York during His Highness' visit to Vancouver. The work in itself is highly artistic and reflects credit on the artist.

Mr. E. Suphrat wants to establish a pulp mill at North Vancouver, for which enterprise he asks a bonus. The North Vancouver council have decided not to bonus the proposition, it being their rule to advance no monetary aid to persons contemplating establishing industries in the municipality.

A bylaw is to be submitted to the ratepayers of North Vancouver authorizing the taking over of the North Vancouver ferry system by A. St. G. Hammersley and associates. It will be read a first time at a meeting to be called at an early date.

C. F. Law, M. E., is en route to Ottawa to look after the railway bill he has before the Dominion House for a railway between Edmonton and Peace River. Mr. Law has recently returned from New York. He states that there is great prosperity in that city, and offers the suggestion that if British Columbia had an agent in New York City, he would do ten times more good than an agent in London. There is a great deal of enterprise in New York City and an enormous amount of funds to invest.

HIGH HONOR NOBLY WON

King Confers Rank of Field Marshal on the Hero of Ladysmith.

Gibraltar, April 8.—King Edward was present tonight at a state banquet given by Sir Geo. Stuart White, the Governor of Gibraltar, and the defender of Ladysmith during the South African war. During the banquet the King announced that he promoted Sir Geo. Stuart White to the rank of Field Marshal.

PARTRIDGE FOR CARACAS.

Official Appointed to Adjust American Venezuelan Claims.

Washington, April 8.—Frank C. Partridge of Vermont has been invited to represent the United States in the capacity of agent at Caracas in the adjustment of the claims of American citizens against Venezuela.

Mr. Partridge was at one time United States minister to Venezuela, and also solicitor of the Department of State.

NEWFOUNDLAND SEALERS.

Another Steamer Returns—Attempt to Thaw Out Island Railway.

St. John's, Nfld., April 8.—The sealing steamer Windward arrived here today with over 2,000 seals. The railway company began today an attempt to open up the Western section of the line so as to enable provisions to be conveyed to those settlements which are short of food. The steamers are unable to reach them, as the Gulf of St. Lawrence is full of ice.

MANITOBA NOMINATIONS.

Winnipeg, April 8.—The Conservatives of South Winnipeg tonight renominated J. T. Gordon as candidate for legislature today. The Liberals today nominated three candidates, M. Comeault, to oppose Attorney-General Campbell in Morris; Geo. B. Montieth, barrister for Killarney, and M. Jerome, for Carillion.

PASTOR'S ACTION FAILED.

Court Declined to Make Fair Suitor Give Security For Costs.

Hamilton, April 8.—Rev. Thomas Geoghagen, rector of St. Peters' church, who is being sued by Miss Annie Hare, now of Toronto for $10,000 for breach of promise of marriage, failed today in an application to compel her to give $400 security for costs before trial.

ITALIAN INDEMNITY.

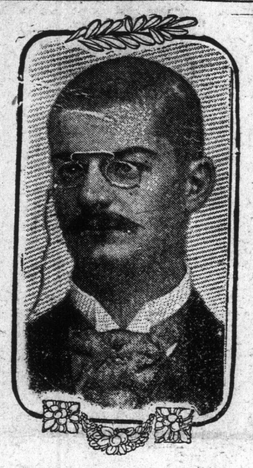
Money For Families of Those Lynched by American Mob.

Rome, April 8.—The Italian ambassador at Washington, Signor Desplanches, has officially notified the Foreign Office here that he has received $5,000 indemnity for the families of the Italians who were lynched or injured at Edwin, Wis., in July, 1901.

BUST FOR UNITED STATES.

Bronze Replica of Washinton as a Gift From French Nation.

Paris, April 8.—A committee has been formed consisting of the Marquis de Lafayette, the Marquis de Grasse and Count de Rochambeau, descendants of three notable figures in the American revolution to offer a bust of Washington to the United States. It will be a replica of the famous bronze bust by David D. Angers, which was once in Washington, but was destroyed by fire. A public subscription has been opened.



THE KING OF SERVIA.

Who Has Been Stirring Things up on His Little Balkan State.

CURATE RECEIVES CALL.

Kingston, April 8.—Rev. T. Savory, curate of St. James' church of this city, has received a call from the congregation at St. Luke's Anglican church in Fort Rouge, Winnipeg.

HOLYHEAD AS PORT.

Advantages to Be Laid Before Canadian Government by Mr. Chamberlain.

Montreal, April 8.—The Witness London cable says in the House of Commons today, Mr. Chamberlain announced that he was prepared to lay representations in regard to the advantages of Holyhead as a port for the Canadian fast line before the Canadian government.

SEEK SOUTH DAKOTA.

Klondike Company Abandon Jersey City for Western Incorporation.

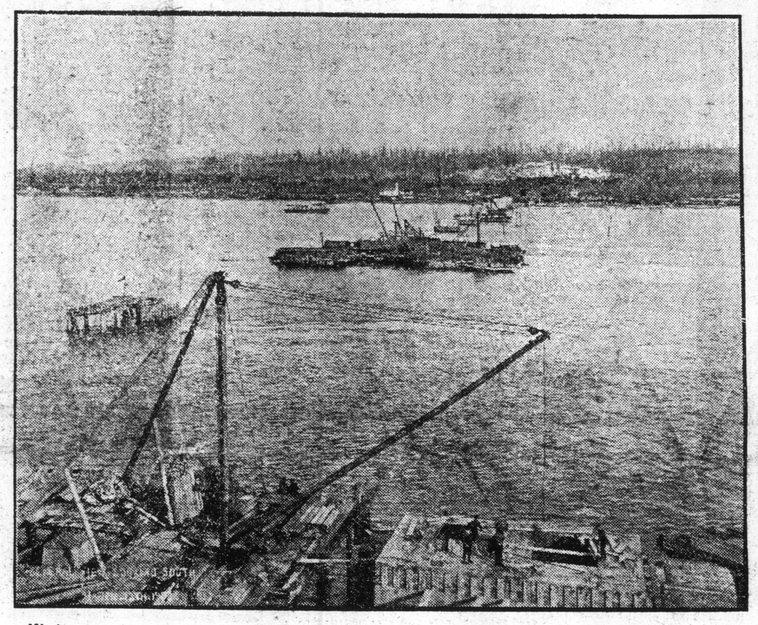
New York, April 8.—The stock holders of the Joseph Ladue Gold Mining & Development Company at a meeting in Jersey City today, voted in favor of dissolving the company and reincorporating in South Dakota.

SQUEEZING CHINA.

Americans Reserve Right to Demand Indemnity in Gold.

Washington, D. C., April 8.—The instructions of the United States Department of State to its representative in China, who is conducting the negotiations relative to the settlement of the indemnity, is to look to the retention of independence while faithfully carrying out the engagements entered into by the United States in the Pekin agreement. Consequently the bond which China will deliver to this agent will stipulate simply for the payments of the installments of the indemnity on the basis of exchange at the date the agreement was signed in 1900. Whether the United States will exact the payments in gold or silver, concerns no other nation, and the other nations party to the agreement are permitted, likewise, to exercise their discretion as to the basis upon which they will settle.

BRIDGE WHCH WILL TAKE THE GREAT NORTHERN INTO VANCOUVER, B. C.



Work proceeding on the piers upon which the double-decked structure spanning the Fraser River at New Westminster will rest.

WORK ON BRIDGE OVER THE FRASER AT NEW WESTMINSTER

Westminster, April 8.—The substructure for the great Fraser river bridge is now approaching its final stage. Men are now at work upon the two last main piers, and several of the others are quite finished. Though those in deep water had to be sunk much deeper than estimated, the work has been satisfactorily accomplished. In fact, so far, the contractors have enjoyed what folk term exceptionally good luck. True one man was drowned, and several had narrow escapes, but this is a fine record of casualties considering the hundreds of men steadily employed, night and day, for nearly a year. The extensive work on the approaches has scarcely been touched on the city side, but on the South side good progress has been made on the railway approach. Perhaps the reason for this is that the piers on that side are completed and from there the contractors for the superstructure will commence their part of the work. It is understood some of the material was shipped two weeks ago, but it will be six weeks yet before everything will be in readiness. However, from appearances, it would seem this big work will be finished well within the specified time. The very low stage of the water, and the exceptionally fine weather and freedom from ice, have favored the prosecution of the work almost uninterruptedly since it commenced.

There has been, too, considerable activity hereabouts in railway construction. The branch line of the Great Northern from Cloverdale to Port Guichon, is being built as fast as possible, and it looks as if it would be completed in time to furnish the much desired connection for which Victoria voted a handsome bonus. On this side of the river, gangs of men as they are relieved from the other, are pushing the grading of the proposed short line between New Westminster and Vancouver, giving the Great Northern an entrance via the Westminster bridge and this short line into the Terminal City.

UNBRITISH WORK CONDEMNED.

Attempt to Prevent English Artisans Landing in Colonies Reproved.

London, April 8.—Sir Wm. McMillan, in an address before the Australian Chamber of Commerce yesterday, vigorously condemned the attempt to prevent British workmen from landing in Australia, and his remarks may also apply to the efforts put forth by labor men in Canada to prevent British artisans from landing in that colony.

CANADA A GREAT STATE.

Socialist Points Out Fact That Dominion Has Grown.

London, April 8.—Benjamin Kidd, a well known Socialist, in a paper read before the Royal Colonial Institute, remarked on the fact that Canada was still twitted with being a colony, having not yet reached years of discretion; but he declared Canada was already a great state.

ATLANTIC SHIP COMBINE.

Agreement With British Government Not Yet Executed.

London, April 8.—The president of the Board of Trade, Gerald Balfour, informed the House of Commons today that the government agreement with the International Mercantile Marine Company had not yet been executed. It was now before the company for final consideration. He hoped it would be executed before Easter.

GENERAL SIERRA FLEES.

Honduras Rebels Practically in Control of the Country.

Panama, April 8.—A despatch from Honduras received via San Salvador, announces that General Sierra abandoned Nacnome yesterday, and it is believed he will flee to Salvador. The town of Corain has also been captured by the forces of General Bonilla, and only the Honduran capital, Tegucigalpa now remains in the power of President

Miner Killed At Nanaimo

Fall of Rock Strikes Worker And Death Is Instantaneous.

Many Cumberland Men Join the Western Federation of Miners.

From Our Own Correspondent.

Nanaimo, April 8.—About 1 o'clock this morning a fatal accident occurred in the mines here by which William H. Piper, a miner about 57 years of age, lost his life. Deceased and Edward Tunnah were working in a very high and consequently dangerous place when from the roof 16 feet above them a mass of rock fell, crushing the life out of Piper, one of whose legs was completely severed from his body. Death was instantaneous. Tunnah escaped with slight injuries to his shoulder. Deceased was a Staffordshire man, and had been here about 11 years. He leaves a wife and adult family of six, resident in England. An inquest was held this afternoon, and a verdict in accordance with facts given, exonerating all parties from blame.

On Monday afternoon and evening, largely attended meetings of the Farmers' Institute took place at Parksville. In the afternoon Hon. C. L. Smith lectured on "Mixed Farming," and in the evening on "Home Making." Dr. Tolmie gave a very valuable object lesson out of doors on the horse. Mr. Smith laid special emphasis on the despised hen, declaring her the cheapest converter of raw into manufactured material to be found. Asked by a farmer how that came about with eggs at 20 cents a dozen, and wheat at two cents a pound the lecturer rapidly produced some calculations on a blackboard showing that even at the figure named the wheat became eggs at a cost of six cents a dozen. He urged the farmers to grow their own feed, and not to be obliged to buy it at such high prices. Lecturing on "Home Making," he roundly told his hearers that it was their own fault their children did not stay on the farm. The fathers continually told the sons that the farmer was the worst paid worker alive, and the mothers urged their daughters to marry a dry goods clerk, a school teacher, or anyone rather than a tiller of the soil.

Advices from Cumberland state that over 250 miners have joined the Western Federation there. This includes nearly all the white men employed underground. The white tophands, however, are coming in slowly. The leaders are urging the men to refrain from all acts that will tend to cause trouble. James Baker, the organizer, arrived in Nanaimo this afternoon.

Something is doing in the Liberal camp here, a special meeting having been hurriedly called of the Martinite wing of the party. There are, or were, two Liberal Associations here, one of which fought the other on the ground of its labor heresies, while the second fought the first because of its adhesion to Martin and McInnes. The latter combination was admitted at the Vancouver convention, since when little has been heard of the Labor-Liberal group.

STOCK EXCHANGE FAILURE.

London, April 8.—The failure of Chas. Jocelyn Morrison was announced in the Stock Exchange.

NOTABLE DEATHS.

Ingersoll, Ont., April 8.—Mrs. Elizabeth Sandick, of the township of North Oxford, is dead, aged 102 years.

Forest, Ont., April 8.—Fred. Lancaster, of Canache, was found hanging in the barn of George Coombs, near here, yesterday. It was a case of suicide.

Lakefield, April 8.—Harry Smith, a Grand Trunk brakeman, was run over and killed while shunting cars here yesterday.

Milton, Mass., April 8.—Henry Van Brunt, the well known architect and designer of the Electricity building at the World's Fair, died here today.

House Rises For Easter

Ottawa Legislators Take the Usual Recess Until Next Week.

Joint Committee to Work on Reformation of Election Abuses.

American Capitalists Seek Incorporation As Telephone-Telegraph Company.

From Our Own Correspondent.

Ottawa, April 8.—The House sat for only one hour today, previous to adjourning for the Easter holidays. The chief incident was when Mr. Charlton's bill to amend the Election Act came up. Premier Laurier stated that as Mr. Fielding's suggestion, made the other day, of a special committee to consider the best means to get rid of existing electoral abuses had appeared to meet with general acceptance, the government had decided to act on that suggestion and would do so after the Easter recess. This means that the question will be submitted to a joint committee. Mr. Charlton stated that the Premier's suggestion met his views exactly. Accordingly further consideration of the bill and one introduced by Mr. Clancey was deferred, pending action by the government.

Premier Laurier announced that if convenient to the opposition, the second reading of the redistribution bill would be taken up next Tuesday.

Mr. Borden was informed by the Premier that the statement made in the government organs that the transportation commission had been appointed was not correct. No appointments had been made.

In reply to a question by Mr. Earle, Hon. Mr. Prefontaine announced that the report of the commission to inquire into British Columbia fisheries would be ready in a few days.

Mr. Davis was told that the amount of lands granted in Manitoba and the Northwest Territories as subsidies to railways is 56,087,872 acres. Of these 29,986,827 acres have been earned. No land subsidies have been granted since 1896.

Application for incorporation as a Canadian telegraph and telephone company is made by Scranton and Philadelphia capitalists.

STRIKE SETTLED.

Cotton Mill Hands in New Brunswick Give in and Return.

St. Stephen, N. B., April 8.—A strike of the employees of the Canadian cotton mills, which commenced about a month ago, and involved 800 employees, has been settled through the intervention of W. L. Mackenzie, Deputy Minister of Labor. The men returned to work today, the company agreeing not to discriminate against strikers, but the men obtain no increase in wages.

ROOSEVELT AT A NEW STUDY

President Takes Sixteen Day's Rest and Studies Strange Animals.

Cinibar, Mont., April 8.—President Roosevelt is in Yellowstone Park, and for the next 16 days expects to enjoy complete rest and cessation from public duty. He will be in almost daily communication with Secretary Loeb at Cinibar, but nothing except of the utmost importance will be referred to him. In company with John Barrughs, the naturalist, who accompanies him from Washington, he will study closely the nature of the various animals that inhabit the park.

CREW DROWNED.

Barge Ashore on Long Island, But no One on Board.

New York, April 8.—In a heavy gale today, the barge Rosemount stranded on a bar near Amagansett, Long Island. Life savers found no one on board, and it is believed that the crew was drowned.

FOR WESTERN GRAIN FIELDS

Allan Liner Lands Hundreds of British Emigrants for Western Points.

From Our Own Correspondent.

Halifax, April 8.—The Allan liner Numidian, Captain Main, arrived tonight at 9 o'clock from Liverpool and Moville, with weekly mails and 48 saloon and 137 second cabin and 777 steerage passengers. About 200 are bound for United States points, and the remainder go to Western Canada, Winnipeg, and the Territories. They are mostly Scottish and English, with a sprinkling of foreigners. A large portion of them are young men, and many are mechanics. The majority are going to take up farming.

CLEVER INVENTION.

Torontonian Claims to Have Patent That Will Revolutionize Electric Services.

Toronto, April 8.—A. W. Stark, who has been for several years in the service of the Bell Telephone Company of this city, has patented a device which, if successful, will completely revolutionize all electric services for residences, offices and factories. Under his patent, Mr. Stark undertakes to supply power and light over the same circuit.

GAMEY CHARGES COUP.

Toronto, April 8.—It is stated that Frank Sullivan, one of the principal witness in the Gamey-Stratton case, left Toronto last Thursday for Mexico, and will not appear before the Royal commission next week.