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The Victoria Times.

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RAILWAY COMPANY STATES POSITION

WILLING TO INCREASE WAGES OF EMPLOYEES

Men Employed on Toronto Street Railway Will Hold Meeting To-Night—Gordon Plays Ping Pong.

Halifax, June 19.—The governors of King's college to-day decided upon federation with Dalhousie college by a vote of 16 to 7.

Jumped Into River.

Fort William, Ont., June 19.—Wm. Verger, cashier of the C. P. R. freight office, committed suicide by drowning in the Neebing river this morning. Mr. Verger had been in the employ of the C. P. R. 18 years, and was one of its most faithful employees. He left home early this morning and evidently went direct to the river and jumped in. The body was found this afternoon. Domestic troubles are the supposed cause.

Death of Professor.

Montreal, June 19.—Dr. Wiatt Johnston, recently appointed professor at McGill, died this morning in the General hospital, while undergoing an operation for appendicitis. He was a native of Sherbrooke, Que., and was a well known practitioner.

They Recovered.

Sarnia, Ont., June 19.—About 20 men employed on the track in the St. Clair tunnel were asphyxiated by gas from an engine last evening. Some of the men are from Sarnia, Waterford, Mandaumin and Hamilton. There were also some Italians. Several of them were in a pretty bad shape when found, but all have recovered. The heavy state of the atmosphere is supposed to account for the accumulation of the gas.

Bound East.

Winnipeg, June 19.—The New Westminster lacrosse team, challengers for the Minto cup, passed through Winnipeg this evening on the Imperial Limited en route to Montreal, where they meet the Shamrocks.

Fire.

The residence of Mr. Wesley Arnold, in the suburbs of Regina, was destroyed by fire last night with contents.

Gordon's Last Day.

Walter Gordon, the murderer of Daw and Smith, the Whitewater farmers, will hang at Brandon to-morrow morning. Gordon spent a large portion of time to-day studying the Scriptures. He complains that the time is passing too slowly. His appetite is not as good as last week, but he is yet eating a fair amount. He slept well last night and expressed a wish to go out in the yard and help the men building the scaffold. He was allowed to see it. He remarked that it looked strong enough. In the afternoon he played games at ping pong. He laughed and joked in the playing, and seemed to take a great interest in it. The scaffold was finished this afternoon.

General Assembly.

Toronto, June 19.—The movement for the amalgamation of the Congregationalists and Presbyterians was begun here last night in the Presbyterian general assembly, in an address before it by Rev. T. R. Hyde, president of the Congregational Union for Ontario and Quebec. The speech was warmly received. Mr. Hyde said the wall of division was not of Congregational erection or maintenance, and young men were constantly breaking through. A resolution by John Charlton, M. P., for one or two great universities under the control of Presbyterian churches, instead of the present number of theological colleges, seconded by Rev. R. G. McBeth, was introduced this morning. At the assembly this afternoon, a resolution presented by Dr. Murray, Halifax, was adopted, extending greetings to the general assembly of Australia on the recent union happily effected within the bounds of that commonwealth. Principal Caven presented a memorial from the Society of Christian Unity, asking for the appointment of a committee to confer with similar committees of other churches to endeavor to secure, if possible, an arrangement by which unnecessary expenditure of mission resources may be obviated. The assembly closed to-night.

Street Railway Troubles.

The Street Railway Company this afternoon handed out a statement of its position as submitted to the employees who will hold a meeting on Friday night to consider the subject. The company made the following offer to the committee: 1. Wages be increased as follows: First year rate increased from 15 cents to 17 cents; second, 16 2-3 cents to 18 cents; third, fourth and fifth, 17 cents to 19 cents; fifth year to tenth year, 18 cents to 20 cents. After tenth year 18 cents to 21 cents. 2. On Sunday work an increase in wages shall be made so as to make wages earned on that day equal to those earned on other days of the week. 3. The company undertakes to have cars cleaned for motormen and conductors in the morning, but the men shall report ahead of time as at present, without additional pay, and keep the inside and platform of their cars clean as formerly, while on duty. 4. The company undertakes to prevent, as far as possible, any injuries for men having to suffer by reason of being suspended without just cause and that all shall have right of appeal, without prejudice to their positions, to the general manager at any time. The proposed increase of wages means an addition to the wages account of nearly $10,000, as out of nearly 1,000 employees, 208 will be entitled to 20 cents per hour and 244 to 21 cents. The Street Railway Company appreciates what the Board of Trade committee has done in the way of endeavoring to bring about a compromise to allow that board to arbitrate as to the relations between itself and employees. The men show a disposition to insist on further concessions. What they specially object to is that the company's ultimatum, for so it may be regarded, is failure to advance wages of low priced men, of whom there are several hundred, and who are paid at the rate of 17 cents an hour. Work is being so arranged that they claim the bulk do not receive more than $6 or $7 weekly. They ask also shorter hours and recognition of the union, but it is generally believed they would drop both these claims if higher wages were conceded. It is said the Winnipeg street railway employees are watching closely the proceedings here, and may follow the example of the Toronto employees whichever way the negotiations end.

STEAMER PORTLAND CAUGHT IN THE ICE

WAS BEING CARRIED TOWARDS THE ARCTIC

Will Probably Be Wrecked If She Fails to Get Clear of the Ice Floes.

Nome, June 17, via Seattle, June 21.—Steamer Portland, Capt. Linquist, the pioneer of the Northern Commercial Company's fleet, was, on June 4th, caught in the ice pack and was being carried up Behring Straits to the Arctic ocean at the rate of two to three miles an hour.

The Nome City came near being caught in the same manner and when she found a lead and bucked through the pack to the westward, the Portland could be plainly seen drifting northward past the Niomede islands.

Three whalers also were in sight, but they were in the lee of the islands and in no danger of being carried into the Arctic by the floating pack.

When Capt. Douglas brought the word to Nome that the Portland was in the ice and drifting towards the Arctic the Northern Commercial Company officials and people having friends aboard were greatly worried, and as soon as the Thetis arrived a petition was presented to Capt. Healy, requesting him to go to the rescue. The Thetis left this evening.

There is some danger of the ship being crushed in the straits. If she got through the straits and failed to find a lead to eastward or westward by which she could get clear of the pack, she might be carried into the Arctic ocean, and failing to get clear of the ice may ultimately be wrecked by heavy floes further north.

In the event of her not getting crushed she will no doubt run short of supplies and fresh water.

The Portland sailed from Seattle for Nome on April 26th, from 110 passengers, 46 of whom were from San Francisco. Many of them are prominent operators in the Nome district.

The Portland is owned by the Alaska Commercial Company. She was formerly the steamer Haytien Republic.

ANOTHER LIBRARY.

Andrew Carnegie's Offer to the Burgh of Partick, Near Glasgow—Will Give £10,000.

London, June 20.—Andrew Carnegie's benefactions in the shape of libraries are of almost daily occurrences. To-day he offered the Burgh of Partick, near Glasgow, £10,000, provided its officials undertook to conduct the library under the provisions of the Public Libraries act.

LYNCH REMANDED.

Hearing of Case Adjourned Until Tuesday as Several Witnesses Have Not Yet Arrived.

London, June 21.—Colonel Arthur Lynch, member of parliament elect for Galway, and formerly of the Boer army, who is in custody on the charge of high treason, was brought up on remand at the Bow street police court to-day, and was again remanded until June 24th, witnesses in the case not having arrived in London.

ENGLAND WON.

London, June 21.—The English team defeated the Americans in the final game for the American polo cup. The score was 7 to 1.

WALTER GORDON HAS PAID PENALTY

WAS EXECUTED TO-DAY FOR DOUBLE MURDER

Julius Rill, Accused of Murder, Has Been Acquitted—Coronation Tattoo at Montreal.

Brandon, Man., June 20.—This morning at 8.05 Walter Gordon expiated on the gallows the murder of Charles Daw and Jacob Smith. The execution was carried out without a hitch, and life was pronounced extinct 13 minutes after Radcliffe sprung the trap. The last act in the drama was not marked by any sensational incident. The doomed man walked to the scaffold, accompanied by his spiritual adviser and jail officials, without the faintest sign of fear. Gordon walked to the scaffold exhibiting the greatest calmness. Last night he slept but little. He spent the greater part of the night in converse with Governor Acton, of the jail, and with his spiritual adviser. Previous to leaving his cell to mount the gallows stairs the prisoner shook hands with Radcliffe. It was while Rev. Mr. Henry was reciting the Lord's Prayer and when he had reached the words: "And forgive us our trespasses" that Radcliffe pulled the bolt and Gordon's body went crashing through the trap. Great care had been taken that only those having some direct interest in the execution, such as clergymen, newspapermen and physicians should be present to witness it. Large crowds had gathered early on the hills outside the prison, but they saw little of the proceedings.

Acquitted.

Halifax, N. S., June 20.—The jury in the case of Julius Rill, accused of murdering Jew Kaplan at Barrington, last evening returned a verdict of acquittal, and the prisoner was discharged from custody.

Art North.

Montreal, June 20.—Ex-Mayor Prefontaine left this morning for Dawson on a business trip. He will be absent three months.

Tattoo.

Five hundred musicians will take part in the tatooo here on the eve of the coronation day celebrations.

Charges on Cars.

Toronto, June 20.—Beginning on July 1st, a per diem rule of charges on foreign cars will go into effect on the Canadian Pacific and Grand Trunk lines of twenty cents per diem and eighty cents per diem after the expiration of thirty days for each car. Formerly the charge was so much per mile.

Postage on Catalogues.

The proposal to increase the postal rates on manufacturers' catalogues to the Yukon to one cent. per ounce is opposed by the Canadian Manufacturers' Association. It is claimed the rate is double the government's charges for carrying catalogues of United States manufacturers.

COVERED BY MUD.

Another Eruption of Mount Pelee By Which a Number of Houses Were Destroyed.

Fort de France, Martinique, June 18.—A column of slime, one hundred meters high, has been ejected from the volcano of Mount Pelee, and has fallen on Basse Pointe, enveloping the lower portion of the town and completely razing 22 houses. No loss of live has been reported.

The volcano continues to throw forth cinders in the northern part of the island, which has been rendered uninhabitable. Previous to the falling of the mass of slime or mud on Basse Pointe, that place and Lorraine had been inundated by torrential rains. The part of Basse Pointe which suffered to-day is now covered to the thickness of about five metres with slimy mud. La Precheur also suffered from this latest eruption of Mount Pelee.

PROBABLY UNFOUNDED.

American Line Agents Know Nothing of Report Regarding Steamer Belgeland.

London, June 20.—The London agents of the American line have heard nothing of the report in circulation here last night that the steamer Belgeland, of that line, which left Queenstown yesterday for Philadelphia, was returning to the former port. Dispatches received from Queenstown this morning say that vessels which have arrived there to-day have not sighted any disabled steamer. The report regarding the Belgeland is believed unfounded.

DENIAL.

London, June 20.—Henry White, secretary of the United States embassy, has requested the Associated Press to contradict the announcement printed in New York, which has just reached here, of his daughter's engagement to Marshall O. Roberts.

THE ASCOT RACES.

Rainy Weather Kept Many People Away For the Heath To-Day—Some Results.

London, June 20.—The return of rainy weather to-day caused the attendance at the Ascot races to be in no way comparable with that of the earlier days of the meeting.

The Ascot high weight stakes, a handicap of 300 sovereigns for three year olds and upwards, one mile and a quarter, was won by Victoria Don, ridden by J. Reiff.

The Duke of Portland's William The Third, M. Cannon, won the Alexandra plate of 500 sovereigns, added to a sweepstakes of 25 sovereigns each, for four year olds, about three miles. Osbosh, Maher, was second, and Ameer Picon, Rigby, third. Six horses ran.

The principal race of the day, the Wokingham stakes handicap, for three year olds and upwards, six furlongs, was won by an outsider, His Lordship. Papdale was second and Pindar third. Twenty-five horses started.

The starting gate refused to act in the contest for the Wokingham Stakes, and only about half the starters got properly away and completed the course. There was some discussion as to whether the race ought not to be run again, but the stewards decided that this was not necessary. Leopold De Rothschild, the owner of the favorite, Vatel, subsequently lodged a protest against the event being declared a race.

Arthur James, colt by St. Serf-Elisteddoford, on which Maher had the mount, won the Windsor Castle stakes of 15 sovereigns each, with 300 sovereigns added, for two-year-olds, five furlongs and 136 yards.

CONTEMPT OF COURT.

United States Marshal and Saloon-Keeper of Nome Found Guilty.

Nome, Alaska, June 10, via Seattle June 21.—Sentence will be passed upon United States Marshal Frank P. Richards and City Councilman Joseph D. Jourden, a prominent saloon-keeper of this city, who were found guilty of contempt of court by Judge Wickersham last week. Richards and Jourden were charged with conspiracy and wilful attempt to "fix" the jury in the case of the United States vs. Joseph F. Wright, whose trial and acquittal took place in April. There are five charges set up in the complaint, the court finding the defendants guilty of all.

INTERVIEW WITH PREMIER BARTON

THE FORTHCOMING COLONIAL CONFERENCE

Imperial Customs Union Not Yet Possible—Hopes Mutual Tariff Concessions May Be Arranged.

London, June 20.—In an interview today on the forthcoming colonial conference, Edmund Barton, Premier of Australia, said he considered that an Imperial customs union was not within the bounds of practical policies, though it might be possible many years hence. Empire free trade now would deprive the young communities of their main source of revenue, namely, the customs, and render it impossible to carry on their internal government successfully.

Mutual tariff concessions within the Empire might be arranged on a more practical basis, and he hoped to see the difficulties in the way of such concessions removed.

ARE THEY WHITE MEN?

Supreme Lodge, A. O. U. W., Called Upon to Settle Points in Lodge Laws.

Portland, Ore., June 21.—Before adjourning last night, the Supreme lodge, A. O. U. W., made numerous decisions upon parts of lodge laws. The question was raised whether a Spaniard is a white man within the meaning of the regulations, and it was held that he is. In Arizona and New Mexico the question was raised whether a Mexican was a white man. The decision was that the Mexicans of Spanish descent are white, but that the Mexicans of Indian blood are not.

An effort was made to unite Vermont with the Quebec jurisdiction, but instead Vermont and New Hampshire were joined.

TROOPS WITHDRAWN.

Paterson, N. J., June 21.—The guard of state troops at the silk mills was withdrawn to-day after a quiet night, and the places of soldiers were taken by policemen, firemen, constables and extra duties. Two Italians were arrested on suspicion, and a third man, after a shot was heard, was caught running and locked up. He was not armed. The ribbon weavers' union met and decided not to return to work while the troops were on duty.

BERESFORD ON THE NEEDS OF THE NAVY

NAVAL RESERVE SIXTY THOUSAND MEN SHORT

Says Both United States and France Have Superior Guns to Those Possessed by Britain.

London, June 20.—During the course of the discussion on the navy estimates in the House of Commons to-day, Rear-Admiral Lord Beresford, Conservative, scathingly criticized the deficiency of the navy. He declared the whole admiralty was rotten and this led to the extravagance and the general want of efficiency of the navy, on which depended the existence of the Empire. This was the judgment of all the commissions of enquiry, and had been proven to be a fact. Every increase in the number of ships and every improvement had been the result of outside agitation. As the result of such agitation the British Mediterranean fleet was now a fourth stronger than it was a year ago.

It was remarkable, Lord Beresford added, that both army and navy officers were compelled to threaten to resign in order to get things righted. Great Britain has only 20,000 naval reserves instead of the requisite 80,000, and the engine room departments were thousands of men short.

As to armament, both the United States and France possessed superior guns. Blunders would continue until a separate business board was appointed at the admiralty and was held responsible for the efficiency of the fleet. Treasury control was fatal to efficiency.

As an instance, the speaker pointed out the case of Sir William Vernon Harcourt, Liberal, who, when he was chancellor of the exchequer, put his pen through the ammunition supplies after the guns had been ordered.

FOUGHT FIRE AT SEA.

For Four Days and Nights Crew of British Ship Were Engaged Subduing Flames.

San Francisco, June 21.— That the British ship Monkbarnes, which has arrived here, 149 days from Liverpool, ever reached her destination, is due to the gallant fight against a fire for four days and nights, by Captain McNealy and his crew.

The Monkbarnes left Liverpool on January 22nd. All went well until February 21st, when at 4.30 a. m. smoke was discovered coming out of the ventilators leading to the forehold. An investigation revealed the fact that the cargo was on fire. Four holes were cut in the deck and water was pumped on the blazing merchandise until the flames were subdued sufficiently to allow sailors to descend into the hold, fix tackle to the smouldering bales and hoist them to the deck, whence they were promptly thrown overboard. Nearly all the cargo in the forehold was jettisoned before the fire was extinguished. Little harm was done to the hull of the ship.

The cargo in which the fire started by spontaneous combustion consisted of oakum, felt and chemicals.

RELICS OF ANCIENT KINGS.

Interesting Collection Now Being Exhibited by the Chicago Society of Egyptian Research.

Chicago, June 21.—Relics of kings who ruled 3,000 years before the Christian era, together with complaints of a chief of police written on papyrus 2,000 years ago, are on display for the first time in the Haskell museum of the university of Chicago. The exhibition is given by the Chicago society of Egyptian research, and the relics were gathered last summer.

One of the relics is a flat gold bar, thought to be the oldest piece of inscribed jewelry in the world. It bears the symbol of King Menes, who is thought to have reigned about 3,200 B. C. Another exhibit is a piece of papyrus on which is written a complaint by Nechtemetes to a chief of police with reference to a robbery of her premises. This relic bears the date of 190 B. C.

A piece of papyrus of the third century bears a letter of Demetrius to his father, blaming him for not sending baskets of fodder.

ETON DISAPPOINTED.

The Visit of King Edward Has Been Postponed.

London, June 19.—The prolonged visit of King Edward to Eton on Saturday, June 21st, has been postponed with his other engagements, which has caused great disappointment, as all preparations had been made for a big water pageant. Their Majesties were going to the college in the old royal barge built for George II., a magnificent relic, with an elaborate canopy and high stern, which King Edward recently ordered to be made seaworthy.

Three thousand marriages are performed every day all over the world.

COLONIAL TROOPS

At Present in London Inspected By the Duke of Connaught.

Toronto, June 19.—The Evening Telegram's cable to-night says:

"Yesterday when the colonial troops were paraded before the Duke of Connaught the Canadians, as representing the premier colony, were given the post of honor to the right of the line, and with their own brass and bugle bands marched past to the music of the 'Maple Leaf forever.' In the colonial procession on June 27th, the Canadians will have the leading position. They will be headed by General Hunter, followed by Chief Staff Officer Major A. A. Cooke, A. D. C. Canadian Artillery and Cavalry and Australian Cavalry."

HOT OR COLD?

Point to Be Settled in Suit by the Dominion Iron and Steel Company.

Ottawa, June 20.—A suit has been taken in the Exchequer court by the Dominion Iron & Steel Co., Sydney, to recover $96,000 in payment of bounties. The trade and commerce department reported in favor of payment, but the auditor-general refused payment on the ground that it should be weighed when cold and not hot, as was the case. The suit will decide this point.

PROPOSED NEW STEAMER COMBINE

SUCCESS DEPENDS ON AMOUNT OF SUBSIDIES

Reports That a Series of Important Conferences Have Been Held in London.

London, June 21.—If J. Pierpont Morgan, sr., had not been unexpectedly absent in the Mediterranean, this week would have been marked by important developments in the final stages of the Atlantic shipping combine. All the heads of the companies, including Bernard N. Baker, president of the Atlantic transportation line, who is now here, expected Mr. Morgan in London on Friday, but he was unable to come, and so the proposed meeting was postponed.

The Associated Press is informed that everything is progressing satisfactorily, and that it is likely that sweeping changes and economies in working expenses will soon be put in operation.

On this subject Mr. Baker said: "We are contemplating various steps which will be greatly to the public's convenience and economy. Before long the benefits of the combination will become patent to every individual crossing the Atlantic.

"As to the rival all-British combine, I can only say that we welcome it. The Atlantic is big enough for us all. If they think they can do better by combining they would be foolish if they did not. If they intend to depend on increasing government subsidies rather than on diminution of expenses and improvement of the service, I think they are mistaken. But I suppose they know what they are about. We are not worrying.

"One of the motives attributed by a section of the English press as constituting the necessity for an all-British trust, namely, the likelihood of the Morgan organization putting all its vessels under the American flag, is perfectly absurd. We would not do it if we could, and we cannot."

From other sources the Associated Press learns that the offers made by Sir Christopher Furness and Sir Alfred L. Jones, head of the firm of Elder, Dempster & Co., to the Cunard, Royal Mail and other lines, and which have been considered by them, entirely depend upon what subsidies the promoters of the British combine can secure from Sir Wilfrid Laurier, the Premier of Canada, Edmund Barton, the Australian Premier, and the Imperial government, the basis of the suggested new amalgamation consisting largely in increased subsidies from the British and Canadian governments and new arrangements with Australia. Unless these are granted the line approached will not agree to amalgamate.

Impartial opinion inclines to the belief that the demand for increased subsidies will not be acceded to, with the result that the tentative arrangements between Sir Christopher Furness and the English lines will fall through. A curious factor in the shipping arrangements made or contemplated is the bitter opposition of the Allan line, the heads of which openly declare that the present agitation is engineered by Sir Christopher Furness and Sir Alfred L. Jones, and is solely for the purpose of hurting their trade, which has practically been unaffected by Mr. Morgan's deal.

Subsequent to the arrival of Sir Wilfrid Laurier here there was a series of important conferences. If these, as expected, do not result in an agreement for additional subsidies a novel plan will be put before the government and the Colonial Premiers embodying many points acutely affecting the United States and Canada, but which is being kept strictly secret until other hands in the trans-Atlantic game have been shown.

The flesh of alligators tastes very like veal, and is regarded as a delicacy by many people in India.

PREMIER'S VIEWS ON CONFERENCE

DOES NOT EXPECT ANY PRACTICAL RESULTS

Says Imperial Government Should Intimate What Proposals It Is Willing to Support.

London, June 21.—Much interest is being manifested in the approaching conference with the colonial premiers who are now in London to attend the coronation of King Edward. For months the government has been urging parliament not to express any kind of opinion upon the feasibility of preferential tariff with the colonies, and when introducing measures tending to such an end it has warded off discussion on the ground that it would not be fair to do or say anything until the colonial premiers had a chance to announce their views on the subject. In short, the government's whole Imperial policy has been waiting in the balance until the premiers had gathered together.

Unfortunately for the government, the premiers had already practically come to a decision that they would refuse to make any suggestions until the Imperial government puts forward its own intentions. That is exactly what the cabinet not only does not want to do, but cannot do.

One of the colonial premiers said to a representative of the Associated Press: "We have no say in the fiscal policy of Great Britain and have not always complete control of our own. Obviously it is the duty of the mother and governing country to make propositions to us instead of our making propositions to it. We might sit for months and eventually arrive at a conclusion satisfactory to all the colonies, although it would be difficult, and then find that the results of our deliberations were merely politely filed away in some pigeon-hole in Downing street. We must have at least some idea of what the government is willing to support before we can seriously discuss such a vital question. Lord Salisbury has publicly stated his disbelief in the practicability of colonial preference, and Sir Michael Hicks-Beach, the chancellor of the exchequer, has openly declared his hostility to the idea. So, what is the good of our having a mock debate for the sake of holding up Mr. Chamberlain's hands into the empty air? It is very nice for us all to get together, and doubtless intercolonial harmony will thereby be promoted, but beyond that I can see no practical ending of our meetings."

The only end likely to be achieved at this notable meeting is one which is peculiarly interesting to Canada and the United States. The Associated Press learns that Sir Wilfrid Laurier, the Canadian premier, Sir Robert Bond, premier of Newfoundland, and Mr. Chamberlain intend to thresh out their long-standing differences of opinion, and on all sides there is hopefulness that a conclusion will be reached regarding the Bond-Blaine convention. Newfoundland is determined to have the matter settled, and while her attitude will bring up almost every question now pending between Canada and the United States, the prospect of a satisfactory agreement appears bright, though such matters as the Alaskan boundary and the re-meeting of the joint high commission are involved. The latter is likely to make the Hon. Michael Henry Herbert, British ambassador to the United States, a party to the negotiations, and perhaps Joseph Choate, the United States ambassador, may be consulted, although the question directly at issue lies entirely in Canada's and Newfoundland's differences.

Another noteworthy item is that a proposition is to be brought forward for the confederation of Newfoundland and Canada. Newfoundland, it is thought, however, will not consent to losing her individuality as the oldest colony, especially in view of her present satisfactory financial condition, although Canada's offer to include the Island in the Dominion would mean a reduction by 20 per cent. of the taxation now necessarily imposed on the Newfoundlanders.

CAPT. BAKER DEAD.

Popular Commander of Steamer Transfer Passed Away at New Westminster Last Night.

New Westminster, June 21.—The death of Richard H. Baker, one of the best known and most popular captains on the Fraser river, occurred last night, severe hemorrhages following typhoid fever. Deceased was 55 years old and leaves a widow, two sons and a daughter. He was a native of Dartmouth, Devonshire, and came here thirty years ago aboard H. M. S. Zealous. Since then he had commanded several of the river steamers, and more than any one else built up the business on the south arm of the Fraser. For the last three years he had captained the C. P. N. Co.'s steamer Transfer, having previously sold out his large interest in the successful opposition boat. He was a member of the Workmen and Odd Fellows, which latter body will conduct the funeral tomorrow afternoon.