

### COMPLETE FRUIT EXHIBIT FOR EAST

#### Commissioner Brandrith Preparing for Fair—Estimate of This Year's Crop

Busy in preparing to adequately represent the fruit-growing possibilities of the province at the Eastern Fair, exhibition commissioner of the B. C. Horticultural department, has spent a week in the city. Mr. Brandrith will leave Vancouver on July 5 for Winnipeg and will there arrange his exhibit in time to be ready for the opening of the big show which commences on July 12. After the Winnipeg exhibit he will show his collection of fruits successively at Brandon, Regina and Edmonton transferring them later to Toronto and London in Ontario. During the fall exhibitions at each of these cities he will spend the whole period of the year.

The exhibit this year will be the most complete yet sent out by the government to eastern points. It will comprise an ample supply of the most luscious fruits for which the province is noted and Mr. Brandrith has arranged with growers and horticulturists in various parts of British Columbia for continuous shipments of fresh fruits in season and as rapidly as they follow each other in maturing.

In addition to the fresh fruits which have been arranged for and which will be sold as soon as new supplies arrive in each case, the exhibit will comprise some 200 specimens of bottled fruits of the choicest varieties. In addition to these carefully selected and arranged photographic display of horticultural and garden scenes as well as views of other industries of the province.

Timber, logging, fishing—both line and seine—with farming illustrations will present the attractions of the province and these will be adequately supplemented with descriptive material compiled under the direction of the department.

The value of this work each year is illustrated in a letter which Commissioner Brandrith has written for representative of the Times. It was written by a lady who supplied some of the fruit for the exhibits of former years and in it she states that a large number of inquiries have been received and answered by her as well as several families having been induced to embark in horticultural operations in her neighborhood. No doubt many others could supply similar testimony to the efficiency and resulting returns from the commissioner's work.

The present incumbent of the commissioner's office desires to pay to his predecessor the highest compliment possible for the keen interest in and capability with which the duties of the office were discharged. Mr. Brandrith has been assistant commissioner for six years and his year has been promoted to the commissionership himself as a recognition of his qualifications for the work of the office. He has just returned from a tour of inspection in the fruit-growing localities on the mainland, Phoenix being the only neighborhood unvisited.

The commissioner makes an official estimate of the probable crop for the present season. Taking an average as the basis of his estimate he states that the crop this year will reach: apples 66 per cent, pears 75 per cent, plums 40 per cent, cherries 30 per cent, peaches a partial failure, apricots and nectarines, where planted, a full crop, Peonies and Kootenay being the gardens for this variety of fruit. Raspberries and blackberries will yield a full crop and strawberries 70 per cent. Only in Kootenay is the prospect that the average will be reached.

There is much more extensive acreage under small fruit this year than at any former period.

#### SAILERS SELL FAST

British Owners Disposing of Crafts in Rapid Manner—Fleet Gets Smaller.

Many British sailers known the world over are being sold to their owners or foreigners. Those that have been disposed of within the past few weeks are as follows:

The British ship Latimer, French ship Jean Batisse and British barque County of Inverness, formerly trading from Puget Sound to foreign ports, have been sold in Europe. The Latimer, which loaded grain on the Sound for Kerr, Gifford & Co. in the 1890 grain fleet, has been sold to Norwegian owners for £3,400. The Latimer is an iron ship of 1,649 net tons, with a carrying capacity of 2,300 tons dead weight. She was built by William Gray & Co. at West Hartlepool in 1885, and was owned by J. Lidgett & Sons.

The Batisse, commanded by Captain Delahaye, was on the Sound in March, 1906, loading grain for Kerr, Gifford & Co. for the United Kingdom. The Batisse is a French ship of 1,853 tons. She was built at Nantes in 1897, and was owned by J. B. Etienne of Nantes. She has been sold to Norwegian owners for £2,500.

The Inverness loaded grain on Puget Sound, October, 1905. She was one of the first vessels of the grain fleet that season to leave. She has been sold to French owners for £2,250. She is an iron barque of 1,415 tons, built in 1877 by Barclay, Curle & Co. and owned by Shaw, Savill & Co.

The British barque Castor, sold recently in Europe, was bought by German shipbreakers of £1,950. She is an iron ship of 1,125 tons, built in 1877 by Barclay, Curle & Co. and owned by Shaw, Savill & Co.

The British steamship Eskdale, bought by the Japanese, was owned by the Mackill Steamship Company.

### TO IMPROVE C. P. R. WHARF AT SEATTLE

#### Owners Shortly to Let Contract for Repairs Amounting to \$100,000

Arrangements for the letting of a contract for \$100,000 worth of improvements to Pier 1 at Seattle are now being made by the Northern Pacific, owners of the wharf, so as to make it suitable for the docking of the big steamers of the C. P. R. fleet, which company has leased the pier. After the first of next month the steamers on the triangular run will call there instead of at the present wharf, which has been found to be inadequate.

Officers of the ferry steamers state that at the present only a new passenger and freight chute has been installed, but that within a brief time work on the extensive improvements will be started. The dock is to be remodeled much on the style of the new Grand Trunk Pacific wharves, which are looked upon to be the finest on the coast. The shed will be converted into a two-story affair with galleries on either side, running from the street out to the end of the pier, and a pontoon gangway. Ticket offices, lunch rooms, news stands and waiting rooms will be arranged on the second floor.

As has been the case in this city the C. P. R. has outgrown the old quarters at Seattle and it has become necessary for them to look for much larger docks in order to keep pace with the enormous amount of traffic, which is continually on the upbuilding, over the lines. In Victoria the company owns its own docks but at the Sound metropolitan it is necessary for them to lease a pier, so that they cannot extend their wharves as they do here.

Work on the improvements will commence on the extensions to the docks here. The contractor, Matthew Dow, of Seattle, has all his material here and as soon as operations are started will be pushed ahead with all speed.

### SUNDAY SCHOOL WORKERS CONFERENCE

#### Addresses at Convention of International Association at San Francisco

San Francisco, Cal., June 24.—But one regular session of the International Sunday School Convention was held to-day, the delegates devoting the afternoon and evening to recreation and excursions. At the morning session "Divisions on Our Investment" was the subject discussed briefly by Justice MacLaren of Toronto, John E. Peppercorn of Memphis, F. N. Harshorne of Boston and E. K. Warren of Three Oaks, Mich.

Dr. J. Wilbur Chapman of New York, spoke on "Soul Winning and Christian Service," and Marlon Lawrence of Chicago, general secretary of the association, discussed "The Responsibilities and Opportunities of Our Association." The new secretary, Wells showed that the receipts since the last convention amount to \$170,224, nearly all of which has been expended. Pledges and contributions to the general fund brought in \$48,222, and life memberships \$31,600. The sum of \$17,192 was contributed by states and provinces toward field workers. The chief disbursements were \$41,227 for salaries, and \$21,827 for travelling expenses.

Rev. H. H. Bell, chairman of the local arrangement committee, presided at the morning session and the Rev. William Raden, also of this city, gave the short address. A feature of the meeting to-morrow will be a meeting in the Greek theatre of the University of California.

In all of its work for the coming three years, the delegates to the international Sunday School convention to-day raised the sum of \$41,000. W. N. Harshorne, of Boston, the newly elected president of the association, has personally pledged \$5,000 a year for this period to be used in promoting religious education among the southern negroes.

### NELSON POWER PLANT

Nelson, June 23.—The second unit of the city of Nelson power plant at Upper Bonington Falls, 10 miles down the Kootenay river, has just been through the severe test named in the contract with the Allis-Chalmers-Bullock people, and is on the point of being taken over. About \$250,000 has been expended to date on the plant, apart from the distributing system and in addition to industries within the city, and the street railway, its juice drives the Lambert sawmill at Taghsum, and the concentrator of the Granite-Portman gold mine at Granite, while other contracts are pending. This brings the development to 3,600 horse-power, and, being the pivot of the Kootenay, the city is definitely embarked on what it hopes, with good reason, will be an industrial career.

### ACCIDENTAL DEATH

Vancouver, June 23.—That John E. Locke came to his death through fire accidentally received, is the verdict returned by Coroner Jeff's jury at the inquest held into the circumstances surrounding his death. While holding a team of restive horses near the city stables on Saturday night, June 17, he became so worked down, the reins to which they were attached passed over him. He was taken to the General hospital and died later. Dr. Weld, who conducted the post-mortem examination, testified that deceased's spinal cord had been severed, resulting in paralysis, and eventually death.

### COURT MAPLE LEAF

At the regular meeting of Court Maple Leaf, A. O. F., held in Foresters hall Friday night, the following officers were elected for the coming session: Chief ranger, Sister Nicholas; sub-chief ranger, Sister M. Ward; treasurer, Sister Jennings; secretary, Sister Graham; senior woodward, Sister Elsie Richardson; junior woodward, Sister Wren; warden, Sister B. Green; junior warden, Sister Fulton; medical officer, Dr. Geo. Hall; organist, Sister Graves.

Sister Manson, P. C. R., and Sister Davis, C. R., were elected as delegates to the annual district meeting of the order, which will be held at Kamloops this year.

It was decided that the installation of newly elected officers take place on Friday, July 24, and that at the ice cream social and dance be given after the ceremony. A large committee has been appointed to arrange for this, and the modern methods of the order will be extended to all members of local Foresters courts, and to visiting brothers or sisters.

### TAKES MUCH CARGO FROM SOUND PORTS

#### Tacoma Maru Leaves for the Orient With Diversified Freight List

After loading about six tons of White Swan soap, which will be used to remove the grime and dirt from the hands and faces of the brown men, women and children in the land of the rising sun, besides a great deal of general freight, the Osaka-Shosen Kaisha liner Tacoma Maru, Capt. Yamamoto, left the Outer wharf on Saturday with a full cargo for Yokohama, Hongkong and other points in the Orient. Two first-class and eleven Japanese steerage passengers joined the steamship at this port.

While at Tacoma the Maru took on a good cargo of freight, including a big shipment of machinery consigned to mechanism in being shipped into that country at the present time and gradually the old time hand-driven machines are being replaced by the latest and most modern methods. The Japanese are using electricity mostly as the propelling power and before long they will be one of the leading nations interested in the developing of this invisible power from its present state.

At this port the Maru loaded about twenty-five tons of outward freight. The steamships bound for the Orient port, but with the opening up of the island it is expected that the boats will fill their holds here with more freight than at any other point on the coast.

### PERMANENT FREIGHT SERVICE BY EDITH

#### Another Line to Handle Trade Between Victoria, Vancouver and Sound Ports

Tacoma, Wash., June 24.—Business is surely looking up on the Tacoma-Seattle-Vancouver route. Announcement was made yesterday of another line that will inaugurate a new service between these ports, beginning next Tuesday. The Tacoma-Vancouver company is already operating the steamer Edith, formerly operating in the fishery, but the service between this port and British Columbia, and Dodwell & Co. are local agents for the company which this week placed the British steamer Edith in the same service. The new service announced yesterday will be inaugurated by the steamer Edith, of the Puget Sound naval station port. She will leave Tacoma to-day on the Puget Sound and from Pier 3 at Seattle at 6 p. m. on these dates.

Her schedule includes Port Townsend, Dungeness, Port Angeles, Victoria and Seattle. This new line opens some new territory to Tacoma and places the local merchants on the same footing as Seattle in the competition. The steamer Edith, formerly operating in the fishery, but the service between this port and British Columbia, and Dodwell & Co. are local agents for the company which this week placed the British steamer Edith in the same service. The new service announced yesterday will be inaugurated by the steamer Edith, of the Puget Sound naval station port. She will leave Tacoma to-day on the Puget Sound and from Pier 3 at Seattle at 6 p. m. on these dates.

The following day the Kumeric, of the West trans-Pacific fleet, will reach the Outer dock from the Puget Sound with a cargo of general freight, consisting of the products of the Far East. She also has a number of passengers. Her trip has a large part of her cargo, she has not yet been spoken by wireless, but the land stations will be establishing communication with her either to-morrow or Monday.

Early Wednesday morning the Osaka Shosen Kaisha liner Panama Maru will arrive from the Orient. According to advices received by the local agents of the line she is bringing a cargo of nearly four hundred tons of Victoria, and many Oriental goods coming as steamer.

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### INSTALL MACHINERY ON HARBOR WHARF

#### Loblitz Rock Crusher Ready for Service Very Shortly—Work Nearly Finished

Work on installing the machinery on the new Loblitz rock crusher, which only recently was launched from the ways in the upper harbor, is progressing apace at the yards of the Victoria Machinery Depot, and it will not be long before the new acquisition to the dredging fleet of the Dominion Government on the Pacific coast, will be ready to commence service.

Nearly all of the big pieces of the machinery have been placed in position and the task in connecting the winches and other steam driven mechanism with the boiler, situated on the after end of the rock breaker is being carried out. The big driller has not yet been in position but within a very few days it will be connected to the big steam winch with the heavy steel cable. The Machinery Depot, which secured the contract for placing the crusher together upon its arrival from Scotland on the Esau Furus liner Ningchow, agreed to have the work completed in two months time and as they commenced the task on May 1 their time is almost up.

With a short period the crusher will be given the opportunity to demonstrate its powers in the way of displacing rocks. It will be anchored over one of the rocks in the harbor away until the inspectors are convinced that it meets the requirements. Following the acceptance of the craft by the government officials she will commence to work in the harbor. The rock crusher will settle down to a big task, that of freeing the waterway of the big boulders which obstruct the passage. It will be a big job, requiring many men to complete, but nevertheless, shipping men of this port will feel relieved of a great burden, when it is announced that the harbor is navigable in all parts.

### FIVE LINERS COMING HERE WITH CARGOES

#### Centurion Monday, Makura Tuesday, and Panama Maru Arrives Wednesday

Some time in the forenoon on Monday the new Harrison liner Centurion will reach the Outer wharf from San Francisco and will remain here until late in the evening before proceeding to Vancouver, for which port she has about 1,500 tons of cargo. While at the Outer wharf she will discharge about 200 tons of freight, which includes 100 tons of coal for the Victoria Coal Works.

On Tuesday the Canadian-Australian liner Makura, Capt. Gibb, is expected to arrive from the Orient with a full passenger list and a good cargo of freight. The vessel is scheduled to reach here on Wednesday but she will undoubtedly come a day or two of time, as she has not yet been spoken by wireless, but the land stations will be establishing communication with her either to-morrow or Monday.

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### DISCUSS QUESTION OF CAFE LICENSES

#### New Westminster Commissioners Make Policy Clear as to Hotel Dining Rooms

New Westminster, June 23.—The application for a restaurant license by the proprietors of the Royal cafe which came before the license commissioners in the mayor's private room was the means whereby the intentions of the board to reference to the sale of drinks in this city were to a large extent made public.

J. F. Hampton Bole applied on behalf of Messrs. Seabolt & Jones, proprietors of the Royal cafe, Columbia street, for a license in conjunction with that business. Mr. Bole applied under section 175, sub-section 5 of the Statute of the Dominion, which he said gave the city council power to grant such a license. In speaking for his clients, he said that Vancouver, Victoria, and other cities on the coast had all the facilities for supplying drinks in cafes and restaurants. The solicitor asked that a provisional license be granted and the board had in its power at any time to cancel this license if things were not carried on in a manner satisfactory to the commissioners.

Mayor Lee, replying to the application said that the city council had not yet introduced a by-law which would give the city council power to grant such a license as was that day being applied for. The latest ruling by the court at Burnaby had made that very clear. What could be done was that the commissioners might suggest to the city council the advisability of introducing a by-law which would give them the necessary power to give a license to a restaurant.

"What process" said the mayor, "I am personally against. I am strongly against the granting of any more licenses in this city. I am not well pleased with the manner in which the hotels in this city are running the restaurants and dining rooms in connection with their business. With a few exceptions, these dining rooms are managed apart from hotel management. As a commissioner he was against the principles in vogue at present, and if he had his own way he would like to see the whole of the licenses done away with. If the other members of the board were in favor of the idea they could petition the city council to bring in a by-law which would alter the present state of things and so make it comparatively easy for the city council to grant a license, but this would never have his sanction."

Alderman Campbell upheld the mayor in his general contentions. He was also against having licensed hotels in connection with hotels and dining rooms. He did not think the license under review should be granted for many reasons. It would mean the reopening of the whole of the question in Westminster. Mr. Gilchrist did not see that it was necessary to give to this restaurant any special privileges.

Alderman Campbell moved, and Mr. Gilchrist seconded, a motion "that as the city council had not passed a by-law regulating the granting of licenses to restaurants, it was not within the power of the commissioners to grant to the Royal cafe a license of the kind desired, and until the present by-law is amended no such license could be granted. The commissioners would not wish to propose to the city council any alteration in the present rulings." The motion was adopted.

Mr. Bole claimed that it was hardly fair that his clients had been turned down, and yet there was a number of other restaurants in the city which were permitted to supply liquors to their patrons. All he asked for was a square deal.

The mayor and Alderman Campbell made it plain that the matter was considered a question of the board of commissioners, and steps were being taken by the authorities to make for a better order of things in this respect. The time had now come when only those actually managing and running hotels which had restaurants attached should be allowed also to run the dining rooms.

### FELLS 160 FEET

#### Man Not Seriously Injured When He Drops Eight Stories

New York, June 23.—Evan Sherman, aged 51, fell eight stories yesterday, from the Scott & Brown block, near Brooklyn bridge. He was working on a window sill and fell. On the way down on the 100-foot fall he caught hold of some telegraph wires. They broke under his weight, but served to break the force of his descent. He landed on his feet, sank to his knees and then fell unconscious. He was sitting up when the ambulance came and his only injuries were bruises and lacerated hands. Sherman is known as the human cat. He has fallen many times, but always landed on his feet.

Two weeks ago he fell off a four story building. He has fallen off barns twenty times and a twenty-foot tower. Notwithstanding all this tumbling, he has no scars on his body.

### ENDS HIS LIFE

Bellingham, Wash., June 24.—One hand grasping a letter in which he informed friends and relatives that he intended to "go home to Jesus," and with a bloody razor in the other, the corpse of James Swanson was found yesterday at the home of his brother, 2420 James street. The throat had been cut from ear to ear. Coroner Wear declared the man had been dead some hours.

### BULLION FOR BANK

London, June 24.—Bullion amounting to £10,000,000 was taken into the Bank of England on balance to-day.

## Pauline & Company

### WHOLESALE DRYGOODS VICTORIA, B. C.

#### SPECIAL Attention given to the prompt and accurate execution of all mail orders

## RUPTURE!!

### TERRIFIC GALES IN HARBOR OF IQUIQUE

#### Ships at Anchor Fare Badly—Strathdene Drops Three Blades in Storm

San Francisco, June 24.—A cable from Iquique yesterday says a cyclone passed over the port sinking the Italian ship Cavalleroclampa and 100 lighters and stripping nearly every other vessel in port.

The British steamer Centurion of the Harrison lines left for Victoria and Vancouver, yesterday to finish discharging.

Arrivals yesterday include the Pacific Mail liner Korea from the Orient, Union liner Ararat from New Zealand and President from San Diego. The barkentine Jane L. Stanford, from Australia with coal, has been chartered by G. W. McNear, to load lumber on Grays Harbor for the west coast of South America.

The British steamer Strathdene, one of the chartered boats of the Java-Asiatic Company, will be dispatched from Java to Vancouver with sugar and not to this port as was first intended. The Strathdene of the same line will come to San Francisco from Java.

The British steamer Strathdene, en route from Newport to Victoria and Iquique, was put into Bahia, South America, yesterday, with three propeller blades broken off during a storm.

The British ship Scottish Moors, at Antwerp June 1, from Portland, Oregon, reports having encountered heavy weather during which damage was done to her deck fittings and sails. One of her life boats was completely smashed.

### WILL BUILD NEW CHURCH

#### Quemel, June 23.—The missionaries, under the charge of Rev. Canon Deedes, have settled down here. A church is to be erected together with a rectory alongside. Until then services are being held in Mr. Shepherd's new barn, which has been temporarily fitted up as a church, and the clergy are for the present occupying the residence recently vacated by Wm. Blair.

The present church, Rev. H. C. T. Peigham, Rev. W. B. Drake and Rev. R. H. T. Williams, together with three laymen. There will always be one of the clergy resident here and from time to time they will do mission work at Chilton, Barkerville and Fort George.

### CHARGED WITH FRAUD

Seattle, Wash., June 24.—R. E. Glass, manager of the Jovita Land Company, which took in \$395,000 by the sale of lots, alleged to be almost worthless in the townsite of Jovita Heights, situated on a hilltop several miles from Tacoma, is charged with fraud. The price of the lots was \$100,000. The accused formerly resided in Spokane.

A strawberry festival has been arranged by the Ladies Aid of St. Columba church for Wednesday evening next and a good programme provided.

## MOTHER TRAIN ROBBERY IN

### BANDITS LOOT SOU PACIFIC

#### Quartette Believed to Cured Little Return Their Raid

Roseburg, Ore., June 23.—A quartette of bandits, who last the first section of a Southern Pacific passenger train West Fork, 52 miles south of here, believed to have secured for their troubles. The four robbers boarded at 9.10 p. m., while the water at West Fork, a water in the heart of the Cow and one of the west of the Pacific in southern Oregon. Two of them climbed into the cab, while the other two remained on the train.

Holding Engineer Schuman-Jess McCullough and their revolvers, the two waited until the train had started. Under direction of the robbers, Schmidt was to uncouple the express, in the rear of the train. Leaving Schmidt behind returned to the engine. McCullough to haul the train, and the second of the robbers proceeded about a mile. While this was going on, the robbers who had come lined up the train. Two of them were the driver of the car, and the guard over them. The directed the third clerk to open the registered baggage car, and the robbers, Schmidt was to uncouple the express, in the rear of the train. Leaving Schmidt behind returned to the engine. McCullough to haul the train, and the second of the robbers proceeded about a mile. While this was going on, the robbers who had come lined up the train. Two of them were the driver of the car, and the guard over them. 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