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### NEARLY THOUSAND FELL IN BATTLE

### TROOPS AND REBELS FIGHT DESPERATELY

Revolutionists Are Apparently Trying to Capture Swatow—The Revolt is Spreading.

Amoy, China, June 2.—A great battle between the Imperial troops and rebels is reported to be in progress near Swatow. Thousands of men are said to be engaged. No word has been received here as to which side has the best of the fighting.

Yesterday's brush between the revolutionists and the Swatow was the first of the movements of the big battle. In that conflict the Imperial troops gained the advantage and the rebels retired. To-day, it is reported, the fight was renewed with the rebels reinforced by thousands of men who came up from the rear.

While the movements of the rebel and Imperial armies are not definitely known, it is believed the soldiers were able to overhaul the revolutionists in the race for Swatow, which was announced to be in progress on Friday. It is hoped the troops will be able to prevent the rebels from capturing the port.

The Imperial force consisted of 10,000 men and 5,000 women, all armed with the latest Mauser rifles, well drilled and capable of being mobilized at a moment's notice. In an interview Capt. Kock said:

"The best soldiers in my army were the women. I had a division of women led by women officers, and they did splendid service, and some times were braver than the men. I rejoice to think of my women troops. They were the best shot and gunners. Women soldiers in the Red Guard were working women, domestic servants and peasant girls. They had a strong army, which was excellently, although secretly equipped."

In telling how his country was retarded by Russian oppression by a general strike and without bloodshed, Capt. Kock said "We disarmed the Russian police and soldiers and banished them from our country. The women played a most important part in this work. Our women are great and brave."

Capt. Kock said he organized the revolutionists in the Swatow, but failed in his project because the navy did not join and bombard the works. For his part in this enterprise Kock had to leave the country.

FUNERAL SERVICES.

Respect Paid to the Memory of the Late Rev. Father Donckele.

On Saturday morning in St. Andrew's cathedral, Archbishop Orth, assisted by the clergy of his diocese, conducted an impressive funeral service for the late Reverend Father George Donckele, formerly principal of the Kuper Indian school and recently priest at the St. Mary's church, Victoria West. The obsequies commenced at 10 o'clock in the morning and there were a great number in attendance. The full choir, under the leadership of Frank Sehl, was present and Miss Emma Sehl presided at the organ. Archbishop Orth was assisted by the following priests: Rev. Father Brabant, assistant priest; Rev. Father Verbeke and Nikolayev, assistant deacons; Rev. Father Cleasen, deacon; Rev. Father Sorby, sub-deacon; and Rev. Fathers Fisser and Leterey, masters of ceremonies. Among the visiting priests were several from outside points, Seattle being represented by Rev. Father Kauten, chancellor of the diocese.

Archbishop Orth gave an address dealing with the life of the deceased priest and touching upon his life's work. The body is at present lying in the undertaker's parlors and will be taken to Kuper Island to-morrow, permission having been obtained from Ottawa for interment there. The pallbearers will be: T. Geiger, M. McTier, L. McQuade, M. Sweeney, T. West, P. Everett.

### MR. CHAMBERLAIN BACK IN LONDON

### RETURNS AFTER SOJOURN IN FRANCE

He Does Not Appear to Have Benefitted Very Much From the Change.

(Associated Press.)

London, June 2.—After the recent reassuring reports from Saint Raphael, France, regarding the improvement in the health of the Hon. Joseph Chamberlain, his arrival in England last night was somewhat of a shock to his friends and admirers, who gathered to meet him both here and at Dover. Quite apart from the fatigue of the troublesome journey, which he bore well, it was evident that Mr. Chamberlain was still a long way from recovery as to give hope of his resuming political life with any activity.

Mr. Chamberlain was accompanied by his wife and son Neville. When the train arrived at the Victoria station he was back on the cushions, seemingly almost breathless. He made no effort to rise until he was assisted by his wife and son, and it was remarked that he made a vain attempt to raise his hat in response to a cheer from the small crowd at the station.

Mr. Chamberlain was almost carried from the train to his carriage. He drove immediately to his London residence. It seems that he is quite unable to walk by himself. Mr. Chamberlain's face was much bronzed, but certain twinges of the facial muscles suggest that the effects of his recent seizure have not yet been completely shaken off.

In response to inquiries, the family authorized the following statement: "Mr. Chamberlain has returned much improved in health, and none the less, we have not yet made any plans, but will certainly remain in London for a time."

### TWO LIVES LOST IN BURRARD INLET

### MAN DROWNED TRYING TO SAVE BROTHER

Both Came to Surface Several Times But Were Unable to Reach Boat.

Vancouver, June 2.—Lionel Norris, age 22, printer, and his young half brother, Cressop, were drowned yesterday morning at Deep Cove, on the north arm of Burrard Inlet.

With a third lad, Lionel and Cressop had been camping on the shore all night, and the latter was sent out in the morning to do chores on their sail boat. Cressop fell overboard and Lionel and the third lad started for his rescue.

Lionel jumped overboard after his brother when they had reached the sail boat, and though the brothers came to the surface several times they could not regain the sail boat, and both were drowned.

It is very doubtful if the bodies can be recovered, for the water is several hundred feet deep.

Lionel Norris was a well known member of the yacht club. His elder brother died only a few weeks ago. The father and mother live in Vancouver.

### ARE ANXIOUS TO SECURE LAND

### LONG WAIT DOES NOT DISCOURAGE SQUATTERS

Men Gathered Saturday to Be in Place When Homesteads Were Opened To-day.

Yorkton, Sask., June 2.—Yesterday, at 12 o'clock, immediately after the last application for a homestead in the first township had gone away happy, a new crowd began to line up for the homesteads to be opened for entry to-morrow. Soon a party of 22 had collected who essayed to stand patiently for 46 hours holding down positions. Saturday night was cold and cheerless, but the men contrived to have a big tarpaulin brought to them which improvised into a sort of tent. In the morning they were still content were Canadians, and many had spent years on the prairies. The party included stonemasons, barbers and other artisans, and the idea was to have a model colony. Each man in the party had a number, and when two or three stepped out to take a rest others held the places for them. This caused much dissatisfaction, and to-day there were many utterances of threatening on the part of others.

By order of the police the tent in front of the door was taken down at 7 o'clock, and the men forced to line up in single file. Out of the original 22 some had defaulted and only 12 remained on the ground for 24 hours. The mounted police formed a file of applicants along the office wall, and kept the sidewalk clear of ordinary pedestrians.

At a special council meeting last night a resolution was passed asking the mounted police to take charge of the situation and preserve order in town during the rush.

Some estimate that by the time the homesteads were opened on Saturday two weeks of June at least 5,000 people will be here.

There is a rumor around town that some party driven in from the north passed a body of 400 Doukhobors tramping to this town. The rumor is not given much credence, however. The Doukhobors came in on Saturday, wanting to get their farms back. They were informed that these lands would be thrown open on June 15th, when they would have to take their chance in the line-up. One of these quarters will be entered to-morrow. There are 120 acres broken up, on another 25 and another 20 acres.

Keen Struggle.

Prince Albert, Sask., June 2.—Ten bargain quarter sections are to be disposed of at the Prince Albert land office on Monday morning. The struggle for these will be even keener than that of Saturday. Early morning on Sunday saw the first arrival of squatters on the land office steps, and a heavy downpour of rain failed to drive the land seekers from their position. The land to be given away on Monday is 28 eight west of the third meridian, and from two to seven miles from Langham station.

### ATTEMPT TO WRECK TRAIN.

### Obstruction Found On the Southern Pacific Road Removed in Time to Avert Accident.

Los Angeles, June 2.—What appears to have been another deliberate attempt to wreck a Southern Pacific train was made yesterday half a mile from Burbank, and within seven miles of the point where wreckers ditched the Shore Limited on May 22nd, resulting in two deaths and many injuries.

A work gang discovered a fish plate which had been driven hard and fast into a split switch and which would certainly have caused the derailment of the first passing train had not the obstruction been found. Shortly after the fish plate had been found and removed the regular southbound passenger train from Santa Barbara whizzed over the spot. Discharged employees of the road are suspected.

### SEIZURE OF LOCAL SEALER

### CARLOTTA G. COX IS TOWED TO SITKA

Captain Grant Describes as "Ruthless" Act of United States Revenue Cutter Rush.

(From Monday's Daily.)

Shortly after the Times went to press on Saturday afternoon news was received that the sealing schooner Carlotta G. Cox, now in Alaskan waters, had been seized by the United States revenue cutter Rush and towed to a prize to Sitka. Capt. J. Christian, who is in command of the sealer, sent a brief telegram dated the 1st of June to Capt. Grant, general manager of the Victoria Sealing Company, bearing information to the above effect, and stating that he was writing full particulars.

Special cables were received in Seattle from Sitka saying that the Carlotta had been captured 14 miles off the coast north of 54.0, and that at the time she had 70 skins aboard. At the time of the seizure several Japanese sealers were seen on the ground, but the cable states that they could not be seized as there are no treaty provisions between the United States and Japan.

Another cable which reached Seattle states that on board the sealer were 25 seals, green and bloody, and adding "that the officials had been after the capture for three years, and that the capture was due to the skill and energy of Capt. Ainsworth, who is in command of the Rush."

Capt. Grant, general manager of the Victoria Sealing Company, characterized the seizure as an act of the most ruthless character. "It was a heinous deed," he says. "Time and again British vessels are singled out, whereas vessels of every other nationality are allowed to hunt, even within the three-mile limit, with impunity. These seizures are regarded somewhat in the light of a joke in Victoria, but it is anything but a joke to us when by the act we lose probably as much as \$100,000."

"It is a crying shame that vessels flying the British flag should be singled out for seizure. The Japanese are allowed to hunt wherever they like, and there is never even a protest raised. It is a subject upon which I feel strongly, and until some stern measures are adopted these depredations will continue to rob those who have their money invested in the company."

The Carlotta G. Cox is a Victoria built schooner, well known in this port. She is an 82-ton wooden vessel, resembling in all particulars the other sealing schooners which run to Behring Sea. She was built by E. B. Marvin & Co., about twelve years ago, and was operated in the industry for that company until 1906, when she was taken over by the Victoria Sealing Company upon the various individual owners uniting to form a company.

The schooner sailed from Victoria on January 29th under command of Capt. J. Christian and carried a crew of 20 men, including hunters.

The revenue cutter Rush sailed from Fort Townsend May 17th, for a summer cruise in Alaskan waters. She was to cover what is known as the eastern coast, Bristol bay and the Nushagak river. Accompanied by a representative of the department of commerce and labor and fisheries, the authority of the cutter's officers would cover inspection of Chinese cannery hands, fishing regulations and other acts that ordinarily apply to the cutter service. In command of the Rush was Capt. Daniel J. Ainsford.

### WILL ARRIVE THIS MONTH.

### The Duke of the Abruzzi Expected at Quebec About the Twentieth.

(Special to the Times.)

Ottawa, June 2.—The Duke of the Abruzzi will arrive at Quebec about the 20th. The Duke will make a tour of the principal cities of Canada.

### GIVES PROMISE OF GOOD TRADE

### CANADIAN-MEXICAN COMMERCIAL OUTLOOK

### A. W. Donly, Representing Dominion, Speaks of the Prospects of New Steamship Line.

That the inauguration of the service of the new Pacific Coast Steamship Company between Canadian and Mexican ports will result in a vast interchange of commerce, is the belief of A. W. Donly, Canadian commercial agent in Mexico, who has, according to the Mexican Herald, returned from Mazatlan and Salina Cruz, at which ports the Georgia, the boat to make the initial trip of the new service, stopped.

Mr. Donly boarded the ship at Mazatlan and made the trip to Salina Cruz, returning from there to Mexico City. The trip of the Georgia, he says, was sufficiently successful for a first trip, and the interest with which the service is regarded by merchants and travelers on the West Coast indicates the new company will, within a short time, be up and running with regular freight and passenger.

The Georgia carried on the trip a consignment of railroad ties which she carried from Acapulco, and coal for the port of Guaymas. On her return trip she carried a consignment of salt from the Carmel islands to Victoria, and this product of those islands is expected in the future to be one of the principal cargoes from Canada to Mexico, both of these products of that country being in demand on the West Coast.

The Georgia is a lumber steamer, and practically all the ports at which the boats of the company will stop, and Canadian coal will probably be used in even greater quantities than supply. No trouble will be experienced in selling coal on account of the price at which it can be sold. At present Welsh coal is selling at Mexican ports for \$16 gold a ton and Australian coal at \$10. The Canadian coal is superior to the Australian article, but not as good as the Welsh and on account of the difference in freightage, can be sold for about \$8 or \$7 a ton. This will undoubtedly result in a large trade in this commodity, if the coal can be secured.

Salt, ore and fruit will probably be shipped from Mexico to Canada in quantities, and one result of the new steamship service will probably be the development of the Pacific Coast country by Canadian capital. Among the passengers on the boat was F. Lee, a representative of a Canadian company, who is considering the purchase of a large fruit ranch, consisting of about 100,000 acres near Acapulco. Mr. Lee is making an investigation of this property and if his investigation results favorably it is probable, fruit from this property will form one of the principal exports. Another passenger on the boat was Alex. K. Evans, representing the Canadian-Mexican Trading Company, who will investigate trade possibilities in Mexico. Other passengers on the boat were Mr. and Mrs. W. S. Gore, who will visit their son, Thomas S. Gore, in this city, and Thomas Adair, of Victoria.

The services of the new company will be monthly and the following ports are on the regular schedule: Mazatlan, Manzanillo, Acapulco and Salina Cruz. Agencies have been established as follows: At Mazatlan, Felton Brothers; at Salina Cruz, A. Vogel & Co.; at Acapulco, B. Fernandez & Co.; Salina Cruz, S. Pearson & Son.

### MATTER OF THE ESTATE OF PH. JAMES MALCOLM, DECEASED.

Notice is hereby given that the estate of Ph. James Malcolm, late of Amoy, Salt Spring Island, B. C., deceased, is being administered by the undersigned, and that all persons having claims against the said estate are to send particulars of their claims verified by the usual oath, to the undersigned, on or before the 15th day of June, 1907.

MARGARET MALCOLM, of the Estate of Joseph James Malcol.

### LAND REGISTRY ACT.

Matter of an Application for a Certificate of Title to Lot 21 of Map 450, Town of Nanaimo, is hereby given that it is my intention to issue a Certificate of Title in respect of the said lot, and that the application is hereby published hereof, to issue the Certificate of Title to the said lot, issued to Thomas Olsen on the 19th day of May, 1907, and numbered 7886.

W. WOOTTON, Registrar-General, Victoria, B. C., this day of May, 1907.

### FINNISH LEADER IN NEW YORK

### WILL WORK FOR THE LIBERATION OF COUNTRY

### Declares Uprisings Will Continue to Confront Russian Government—Women Revolutionists.

Helena, Mont., June 1.—Chas. Rothwell, expert for the Westinghouse Co., went inside the transformer at the power plant of the Helena Power Transmission Company at Lake Havasu yesterday. A little later he was found unconscious and died within a few minutes. He had come in contact with a live wire. His home was at Niagara Falls, N. Y.

(Associated Press.)

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Mr. Chamberlain was accompanied by his wife and son Neville. When the train arrived at the Victoria station he was back on the cushions, seemingly almost breathless. He made no effort to rise until he was assisted by his wife and son, and it was remarked that he made a vain attempt to raise his hat in response to a cheer from the small crowd at the station.

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In response to inquiries, the family authorized the following statement: "Mr. Chamberlain has returned much improved in health, and none the less, we have not yet made any plans, but will certainly remain in London for a time."

### EUROPEAN POLICY IN THE FAR EAST

### London Spectator Comments on Absence of Germany and States From Recent Alliances.

### BURNED TO DEATH.

### Three Lives Known to Have Been Lost in Fire at Newark.

New York, June 3.—In a fire to-day which destroyed the town hall and several tenements in Newark, N. J., several persons are reported to have lost their lives.

The victims included Jos. Hooncke, the janitor of the town hall, his wife and child.

OLD TIME FIGHTER DEAD.

New York, June 3.—Barney Aaron, an old time light-weight pugilist, was buried on Sunday from his home here. He died on Thursday in a sanitarium on Long Island where he was taken a year ago, having broken down physically. He was 71 years old. Like his father before him, Barney was a great bare knuckle fighter in his prime, having defeated every man in his weight in his native land, England. After Aaron came to this country his greatest fight was in round battle with Archer Chambers at Mississippi City, in 1878. For years Aaron acted as an announcer at the race tracks in this vicinity.

### SUICIDE WHILE TEMPORARILY INSANE

### Young Englishman of Means Ended His Life by Jumping Into Creek.

### Calgary, Alb., June 2—Harry D. Dutton, a young Englishman of means, residing near Okotoks, while temporarily insane on Saturday afternoon, threw himself into Sheep creek. The rapid waters carried him away. The body is not yet recovered.

### JUNE SNOW IN CHICAGO.

### Chicago, June 1.—The first June snow storm in the history of Chicago occurred to-day. Working men traversing the Hyde Park district early this morning found their clothing flecked with snow flakes. Later snow fell in the shopping district.

### NEGRO LYNCHED.

### Alexandria, La., June 1.—Henry Johnson, a middle-aged negro, was lynched at Echo, La., last night by about 15 men, who took him from jail. He had been arrested charged with an attempted criminal assault upon the wife of his employer.

### LONGSHOREMEN'S STRIKE.

### Trans-Atlantic Steamship Companies Determined Not to Yield.

### New York, June 1.—The Trans-Atlantic steamship lines made it plain last night that efforts to compromise with the striking longshoremen would be futile. It had been reported that both sides were willing to arbitrate. To act the question at rest the following day, the Trans-Atlantic half of the lines: "On Wednesday, May 29th, five foremen longshoremen called on the officials of the International Mercantile Marine Co., who were definitely informed that the company would not accept conciliation or compromise, but that if any of their old employees wished to return to work at the same wages as before the strike such of them as could now be used would be re-employed."

### FIRE ON BOARD STEAMER OCEANIC

### Broke Out in Steerage Quarters—Believed to Have Been of Incendiary Origin.

New York, June 3.—Fire was discovered in the steerage of the steamer Oceanic shortly after 1 o'clock this morning and was not brought under control for two hours. The crew was called to quarters and did what it could to extinguish the flames, but when they spread to the cargo, outside aid had to be called. In the after hold 1,370 barrels of glucose which burned like oil, and that part of cargo was damaged. It was below the water and there was nothing spectacular about the blaze. The crew closed the after compartment and then the firemen drowned out the flames.

All bedding and other perishable fittings of the steerage were destroyed in addition to a quantity of freight. Among cargo were some theatrical scenery belonging to Forbes Robertson, who recently left for England after a successful season in America and this, it is said, has been burned or damaged. The origin of the fire is unknown, but the suspicion was prevalent to-day that it was the result of incendiarism. The loss will reach several thousand dollars on the regular schedule. Mazatlan, Manzanillo, Acapulco and Salina Cruz, S. Pearson & Son.

### FRENCH SHIPPING STRIKE.

### Hopes of an Early Settlement—Men May Be Treated as Deserters.

### Paris, June 2.—Although it cannot be said that any great change has occurred in the seamen's strike, the situation to-day is brighter and there are hopes of an early settlement. Deputes representing maritime districts are warning the men that they have been too precipitate and are alienating public sympathy by abruptly paralyzing trade, besides subjecting themselves to heavy penalties.

### The government authorities refused to accept ship's papers from captains and consequently the latter are still nominally responsible for their vessels, and the men after the third day's absence from duty, legally become deserters.

### The government thus far has confined its action to insuring the transportation of mails to the colonies, a regular schedule of transport sailings having been inaugurated.

Mrs. Francis, wife of the American ambassador, C. J. Francis, and their daughters, left Vienna on Saturday on their way to the United States. The ambassador will follow them at the end of July.