

ASAMA AND AZUMA STEAM INTO THE HARBOR

Japanese Cruisers Arrive at
Burrard Inlet for Friend-
ly Visit.

Harbormaster and Immigration
Officials Pay Visit to Ad-
miral Kuroi.

Civic and Militia Authorities
to Board Boats This
Afternoon.

Great Excitement on Komogata
Maru When Warships Pass
Through Narrows.

At 10:30 a.m. today His Imperial
Japanese Majesty's training squadron
steamed into Burrard Inlet and came
at anchor. The flagship Asama is to
the eastward of the Komogata Maru
and the Azuma is berthed a little to
the north of the ship which has the
Hindus aboard. Her guns leer from
their casements broadside on to the
unfortunate Japanese steamer which
has been here a month today with
her crowd of would-be Hindu immi-
grants.

The Japanese vessels came in from
English Bay after picking up Van-
couver pilots at the Point Atkinson
station. Senior Pilot W. Ettershank
boarded the flagship and Junior
Pilot B. L. Johnson handled the
Azuma.

As soon as anchors went down
the warships swung out steam pin-
nacles and boats and a swarm of
bare-legged bluejackets descended on
bo'suns' chairs and went to work
cleaning the paintwork of the hull
and regilding the fancy work on the
stems. On deck the smart Japanese
sailors were polishing brightwork.

The British influence was very
noticeable not only in the uniforms
but in the bugle calls and signals on
the bo'suns' pipes. The Asama, the
flagship, was built at Elswick, and the
Azuma was built at St. Nazaire,
France.

Fishermen Board Boats.

Last night off Point Roberts the
warships were surrounded by Japan-
ese fishermen from the Fraser and
this morning they were preceded into
the harbor by a flotilla of Japanese
fishing craft flying the Union Jack
at the stern and the Japanese flag at
the bow.

The anchors were scarcely down be-
fore the port gangway of each ship
was crowded with Japanese craft
loaded with sons of Nippon eager to
get aboard and exchange compliments
with their countrymen. None were al-
lowed on board until the port offi-
cials had paid their official visits.

Captain A. H. Reed, R. N. R., the
harbor master, was out in the com-
missioners' launch and boarded each
vessel to pay greetings and allot
moorings. The customs and immigra-
tion launch Winamac took out the
Japanese reception committee and a
band which played the Japanese Na-
tional Anthem as the cruisers came to
an anchor.

Then the Winamac came into the
admiralty landing west of pier A and
took on board Superintendent of Im-
migration Malcolm R. J. Reid,
Assistant Superintendent Howard, Mr.
C. H. Bonner, secretary to the mayor,
and steamed out to the flagship
Asama, where they were received by
Rear-Admiral Teijiro Kuroi. Mr.
Reid extended an official welcome on
behalf of the Dominion Government
and announced that the crews of the
warships would be free to come and
go without restriction during their
visit.

Official Visits to Ships.

Mr. Bonner conveyed notice of the
visit which will be paid by the mayor
and council at 3 p.m. today.

Superintendent Reid also notified
the rear admiral that the officers of
the garrison would pay an official visit
at 4 p.m. today.

The immigration launch Winamac
is to be placed at the disposal of the
civic and military officials as Su-
perintendent Reid has taken an ac-
tive part in preparing a proper wel-
come for the Japanese squadron.

Rear-Admiral Teijiro Kuroi, who
commands the squadron, is supported
by notable officers. His staff consists
of Commander Shizen Komaki, Lieut-
enant Yutaka Arima and Flag Lieut-
enant Hidetsuga Suzuki.

The captain of the Asama is Toku-
taro Hiraga and the commander Jiro
Nango. The captain of the Azuma is
Kozo Sato and the commander
Hiroshi Furukawa.

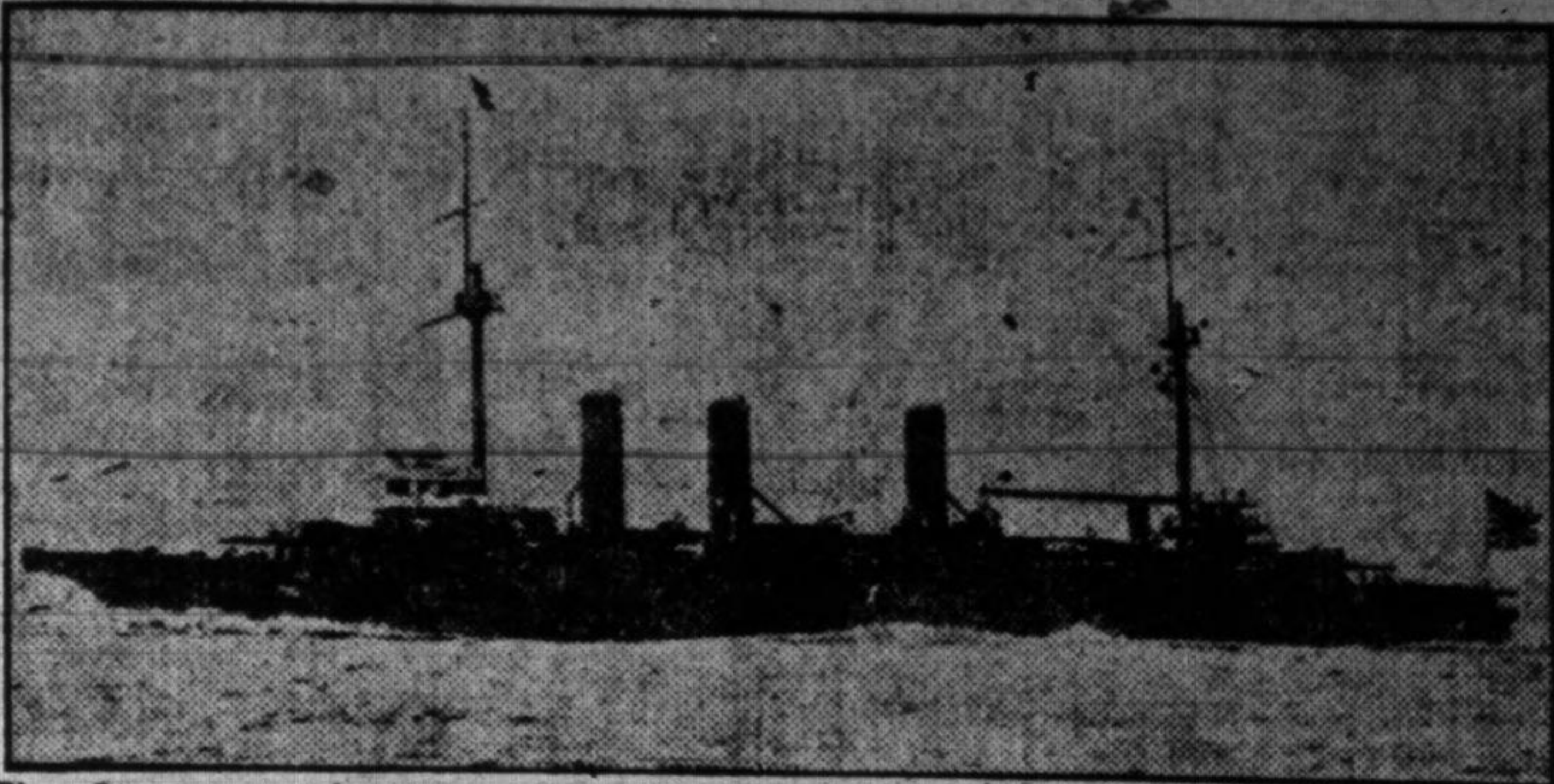
Hindus Excited.

The Hindus aboard the Komogata
Maru were in a great state of excite-
ment this morning. There is no doubt
that their countrymen ashore have
prepared them to look for sudden ac-
tion following the arrival of the Ja-
panese warships.

The Province launch which went
out to the flagship today passed close
to the Hindu steamer and her rails
were lined with turbaned watching the
proceedings. A great "song and
dance" was in progress aboard the
Komogata Maru. The Hindus were
evidently working up excitement and
there was considerable activity along
the decks. The Japanese officers of
the Komogata Maru were busy estab-
lishing communication by signal with
the flagship and later in the day Cap-
tain Yamamoto went aboard the
Asama and told his story.

The warships are now open to visi-
tors and crowds of Japanese are going
aboard in fishing craft. But it is no-
ticeable that the Japanese boats keep
a good distance away from the Kom-
ogata Maru. This is in accord with in-
structions issued from the Japanese
consulate that Japanese boats should

Japanese Warship and Admiral



The Japanese cruiser Asama which with
the Azuma arrived in Vancouver today.

TEN FEET OF OIL

IN MONARCH WELL

Gate Valve to Hold Back Rush
Will Be Installed
at Once.

Gas from the Well is Being
Used in Stove in
Cookhouse.

Calgary, June 20.—Harry R. John-
son, a former member of the United
States Geological Survey, and the joint
author of a standard work on the Cal-
ifornia oil fields, visited the Monarch
oil well, west of Olds, yesterday in
company with a representative of The
Province. No evidence of oil having
been struck at the well was to be seen
yesterday, but the party was quite
willing to accept the word of the
geologist, Mr. B. W. Dunn, who bears
an unimpeachable reputation. The
only trace of oil evident was in a very
slight scum at the grass roots some
twenty-five yards from the well where
water from the dumpings had flowed
down, carrying the oil scum on top
of it. Mr. Dunn explained that fact
by pointing out that the previous re-
ports that a bailerful of oil had
been brought up and dumped were
entirely erroneous. "The only oil
which escaped on the dumpings," said
Mr. Dunn, "was the drippings from
the drilling tool. This was washed
down the dump with the small amount
of water used in the well for drilling.
Later, a rain came up and that ac-
counts for only the slight traces of
scum now in evidence on the dump."

Mr. Dunn judged that there were
perhaps ten feet of oil in the hole at
the time the bailer was lowered into
the well for the third time. Since
then 245 feet of water has been
pumped in on top of the oil with the
result that the water pressure has
sealed up the pores in the rock and
the oil has ceased to flow. Mr. Dunn
expected that the gate valve which
will enable the drillers to resume
drilling and at the same time keep
the well capped against a possible
rush of oil, would arrive at the well
today. It will require only a short
time to put the valve in place and re-
sume drilling. However, there is a
possibility that the valve will not be
put into place until tomorrow.

All the drillers at the well also had
gone into the city to acquire more
Monarch stock and the fires in the
boilers were drawn and the engines
shut down. One evidence of oil at
the well is the fact that the stove
in the cook house is supplied with
gas pipes from the well. It is a wet
petroleum gas with the characteristic
odor that tells of coming off a stratum
of oil sands.

It was learned here last evening
that reports were circulated in Van-
couver and other Western points to
the effect that oil had been struck
at McDougall-Segur and Black Dia-
mond wells. There is no foundation
for these rumors.

STORSTAD'S MATE

CROSS-EXAMINED

Denies that Porting His Helm
in the Fog Caused the
Collision.

Quebec, June 20.—Counsel for the
Canadian Pacific Railway, owners of
the Empress of Ireland, cross-exam-
ined Jacob Saxe, third officer of the
Storstad, at the wreck enquiry today
in an effort to show that the collision
between the vessels was due to the
action of the Storstad's mate in put-
ting his helm to port.

Saxe insisted that this was not the
case. He declared it was not wrong
to port the helm in a fog, because
there was a strong current. The ship
did not answer to the first porting of
the helm, he said, and then he put it
hard astern, because he was afraid she
would swing over to the other side.
He knew that the manoeuvre was not
responsible for the collision, because
the ship did not change her course.

NINETY-FIVE VICTIMS BROUGHT TO SURFACE.

Lethbridge, Alta., June 20.—
Although the work of recov-
ering bodies progressed slowly
today owing to smouldering
fires in the entrance of mine
No. 2 of the Hillcrest Collieries
Limited, a total of ninety-five
bodies had been removed this
afternoon and placed in Union
Hall leaving 102 yet entombed
in the mine and given up for
dead.

William Brown, brother of
General Manager Brown, is
among the victims.



VICE-ADMIRAL TEIJIRO KUROI

CAN KEEP PEACE BY STANDING PAT

Why the British Government
Is Doing Nothing in
Ireland.

Unionist Stalwarts Still Cling
to Hope that Ministry Will
Collapse.

(Special Copyright Cable to the Vancouver
Daily Province and Montreal Star)

London, June 20.—"Shall Dillon,
who remembers his hard plank bed,
be guilty of the mean revenge of
sending Sir Edward Carson to Kil-
mainham jail? All Irishmen tell you
that the more rifles there are in Ire-
land, and the more volunteers, Orange-
men and Nationalists, the less chance
there is of fighting. Indeed, the less
the government does, the better is the
chance of keeping peace in Ireland
and of the advent of the reign of rea-
son."

The foregoing is the comforting
gospel uttered today above his own
initials by Mr. Alfred Spender, who
is now supreme among the minister-
ialist editors. It is this consideration
which has chiefly decided the govern-
ment to leave Sir Edward Carson
alone. Mr. Spender sees peace ahead
if Mr. Bonar Law and the English
Unionists will give up the idea of us-
ing Ulster to force a dissolution be-
fore the budget is passed or plural
voting established.

But this is just what the Unionist
stalwarts refuse to do. They cling to
the belief that somehow or other, pos-
sibly on the budget, the government
must collapse before the end of the
present summer.

WINDERMERE.

Is Saying Good- bye to Politics in

Mr. Joseph Martin Prepar-
ing to Return to British
Columbia.

A Hint that He May Re-
enter Public Life in
This Province.

(Special Copyright Cable to the Vancouver
Daily Province and Montreal Star)

London, June 20.—Mr. Joseph Mar-
tin has given me a statement of his
intentions, and an explanation of why
he is about to abandon British politi-
cal life. He says he has relinquished
his intention to fight an immediate
by-election in East St. Pancras in
order to test whether his constituents
approve his modified independence in
the Commons. Mr. Martin is arrang-
ing, he says, to return to Canada as
soon as he can clear up his affairs
here, because he feels that it is im-
possible, at this distance, to adequate-
ly control his Canadian interests.
Moreover, he believes financial con-
cerns in Canada will require even
closer watching in the near future
than during the present crisis. There-
fore he is saying good-bye to British

skill will be drastic bud- For the mo- equith's help, radical econ- D. Holt, M. avored to in- fer the new ay, in which various lo- roads, public is known. Mr. ocates mean in the Com- to vote new amount of ex- the House. comply with new valua- tion of roads until the au- ct. will stand mions for the support the present tem- not improb- exercise their venue bill on sterial West- that in that will be com- shen did, in amely, fore- dget scheme rt which can by the Lords. al authorities who influence y to welcome new grants, cal taxes. Hill. day calls in the American g Mr. Hill's oyd George's capital and sm of Eng- on." But Mr. to act as a sts. Thus the eater disaster ry than that the counsels agnate about ngland. Even vering severe ted by capi- tish govern- ntly at the hich gives a ome to three on and leaves poverty line."

next few days. The barquentine La haina has arrived in 101 days out from Newcastle with coal for Hind Ralph & Co. She has no outward charter. The Lahaina was to have loaded on the Sound for South Africa for F. A. Thane & Co., but the barquentine Kokohead has been put in her place. The Kokohead is 36 days out from Manila for the Sound.

BLUE FUNNEL MOVEMENTS

Latest Reported Positions of Giant Vancouver Traders.

Dodwell & Co., agents for the Blue Funnel line, send The Province the following movements:
Ixon—Sailed from Vancouver June 17 for Seattle. Sails from Victoria for the United Kingdom, via the Orient, on July 8.
Titan—Sailed from Yokohama for Pacific Coast ports on June 20.
Protesilaus—Due to sail from Singapore for the Pacific Coast on the 22nd inst.
Teucer—Sailed from Birkenhead on the 20th inst. for Pacific Coast ports, via the Orient.
Taithylus—Arrived at Liverpool on June 12 from Pacific Coast and the Orient.
Bellerophon—Left Penang for London and Liverpool on June 3. Due at Liverpool on July 10.
Cyclops—Sailed from Manila for the United Kingdom on June 17.
Antiochus—Sailed from Victoria for the United Kingdom, via the Orient, on June 10.

HYNDFORD ASHORE

Steamer Which Has Loaded Here Is on Philippine Island Beach.

San Francisco, June 20.—The British steamer Hyndford is ashore at Legazpi, P.I., according to advices received here today by the marine department of the Chamber of Commerce.
The Hyndford was bound for San Francisco via China, and collided with the quay at Legazpi. Afterwards she went ashore and now lies in a dangerous position.
The Hyndford, a big steel freighter of 2775 net tons, is well known at this port, having just been here in the lumber trade. She was built at Glasgow in 1905 by William Hamilton & Co., and is owned by Robertson, Paterson & Co. She is a vessel 376 feet in length, 49 feet beam and 19 feet depth of hold. Her port of registry is Glasgow.

SUBSTITUTE FOR BILL

Alexander Presents Modification of La Follette Measure to House.

Washington, June 20.—A substitute for the La Follette seamen's bill, passed by the Senate, was favorably reported to the House yesterday by Chairman Alexander of the merchant marine committee following months of consideration. The Alexander bill substantially adopts the requirements agreed upon by the convention on safety of life at sea at London last January as to lifeboats on ocean vessels and applies these in modified form to United States vessels in ocean voyages on routes not more than twenty nautical miles off shore and on the Great Lakes.

LONGSHORE DISPUTE

Members of Rival Unions Caused Trouble at Port Angeles.

Port Angeles, June 20.—Trouble between stevedores from Seattle and Grays Harbor, loading three vessels at the sawmill of the Puget Sound Mills & Timber Co. here, grew so acute today that the sheriff was called in to settle the argument. Fifteen longshoremen came here from Seattle early in the week to go to work. They belong to the International Union and declined to recognize the members of the Grays Harbor union, whereupon discord of so serious a nature arose as to call for the intervention of the sheriff's office. The Seattle contingent left Port Angeles and peace again reigns.

DONATE CADETSHIPS

dockage fee to the vessel. The only charge made by the docks are wharfage charges which are assessed against respective owners of the cargo.

(d). There are no state or municipal fees.
(e). The Federal Government has a fee of two cents per net ton on vessels arriving from Canada and Mexico and six cents per net ton on vessels arriving from Oriental, European and South American ports, but this fee is uniform at all ports in the United States. In addition thereto, there is an entrance fee ranging from a minimum of \$1.50 to a maximum of \$3, according to tonnage of vessel.
(f). There was formerly a charge of twenty cents for a bill of health, but this has been discontinued.

ASAMA AND AZUMA STEAM INTO HARBOR

(Continued from Page 1)

not approach the steamer which is causing world-wide interest.
Tonight at 7:30 o'clock thirty-six officers of the warships will be taken for a motor drive finishing up with a banquet at the Commercial Club.
Flagship Asama.
The Asama was built in 1898 at Elswick and on her trials she averaged 23 knots. The best that she can make now is 19 knots, which was the speed she averaged during the Russo-Japanese war. Her machinery consists of two sets of 4-cylinder triple expansion engines, cylindrical boilers, designed horsepower, forced, 18,000. Her coal consumption amounts to about 10 1-4 tons an hour at 10,000 horsepower, and about 20 tons at full power. She has a displacement of 9750 tons, and her complement is made up of 500 officers and men. She is 408 feet in length on the waterline, 67 feet beam and her maximum draught is 24 1-4 feet.
Her armament consists of four 8-inch guns, fourteen 6-inch guns, twelve 12-pounders and seven 2 1-2 pounders. She is equipped with four 18-inch torpedo tubes, one above the waterline and three submerged. Harvey nickel armour forms the protection for the Asama's vitals. She has a 7-inch belt amidships, 3 1-2 inches fore and aft and 2 inches thick on the deck slopes. Her turrets, conning tower and other vital parts of the ship are heavily armored, the total weight of the steel for protection purposes being 2100 tons. The Asama is a two-funnelled craft, while the Azuma is equipped with three stacks.

Azuma Slightly Smaller.

The Azuma has a displacement of 9456 tons and carries a complement of 482 officers and men. She is 430 feet in length on the waterline, 59 feet beam, and her maximum draught is 25 feet, while her length over all is 446 feet. She is equipped with four 8-inch guns, twelve 6-inch guns, twelve 12-pounders and twelve 3-pounders. The warship carries four submerged torpedo tubes and one above the waterline at the bow.
Armored with Krupp steel, the total weight of which is 2000 tons, the Azuma has a belt of 7 inches amidships, 3 1-2 inches fore and aft, and 2 1-2 inches on the deck slopes. The main belt is seven feet wide by 210 feet long with 6-inch bulkheads. Her machinery is composed of two sets of vertical triple-expansion engines. Her designed horsepower is 17,000, and she is capable of steaming 20 knots. Her normal coal capacity is 600 tons, and the maximum 1300 tons.
The Azuma was built in 1899, at St. Nazaire, France.
This afternoon at 4 o'clock Lieut. Colonel J. Duff Stuart, brigadier of the twenty-third infantry brigade, accompanied by Major H. S. Tobin, 72nd Highlanders; Brigade Major and Lieut. Colonel R. G. Edwards Leckie, officer commanding 72nd Seaforth Highlanders of Canada, with his adjutant, Captain G. Godson-Godson, Lieut. Colonel Hulme, commanding Connaught's Own, with Lieut. Gardner, his adjutant; Lieut. Colonel George McSpadden, commanding the Irish Fusiliers, and his adjutant, Captain I. W. Dowding, were to go out to the flagship Asama to pay their respects to Admiral Kuroi.

most happy and inspiring address. He said that he was entirely in favor of the cadet movement and thought that it made the boys better, physically, morally and mentally.

"There are some people who are against the movement and it is of no use to try and argue them from their opinions; the only way you can alter their views is by example. If you at all times conduct yourselves properly and learn to be good cadets you will become a model to the rest of the boys of the city and the most rabid opponent will soon become the most ardent supporter of the movement," he said.

Not to Love Bloodshed.

"While you are being drilled and taught military manoeuvres I do not think you are being taught to love bloodshed and I am convinced that you can be just as much peace-loving citizens as those who have never been in the militia and will probably be better citizens. You are being trained not to make war but to be prepared to defend your country should any one try and come and take the land of your birth away from you. Everyone in this country might be called upon for defence and it is right that you should receive some training to carry out this task if the time should come. Let us hope it never will," concluded Mr. Gordon.

Lieut. Col. George McSpadden then presented to the cadet company of the General Gordon school, first battalion of the public school regiment, the cup presented for the best company in 1913. The same school also won the cup for the best company in the first battalion this year. In presenting the cups Colonel McSpadden complimented Lieutenant H. B. King, C. S. C. I., on the excellent showing made by his company. He urged the boys always to be obedient and to recognize constituted authority. If they did this and worked hard there was no limit to the heights to which they might rise.

Cups Presented.

On behalf of Mr. J. R. Seymour, Lieut. Col. J. Duff Stuart, brigadier of the 23rd Infantry Brigade, presented the cup for the most efficient company in the second battalion in 1914. This cup was won by the Lord Nelson school. Colonel Stuart complimented the boys of the company on their showing and Lieutenant A. C. Bundy, C. S. C. I., supervisor of cadets for the school board, on the excellent impression made by the whole cadet regiment.

During the course of the evening the cadet band played several selections in an excellent manner. One of the features of the band's playing was the handling of the drum major's staff by the drum major of the cadet band.

Those militia officers present at the first official parade were: Lieut. Col. J. Duff Stuart, brigadier; Major H. S. Tobin, brigade major; Lieut. Col. Worsnop, R. O.; Lieut. Col. George McSpadden, 11th Irish Fusiliers; Major J. S. Tait, 72nd Highlanders; Captain I. W. Dowding, 11th Irish Fusiliers; Captain G. Godson Godson, 72nd Highlanders; Lieut. J. W. Warden, 6th D. C. O. R.; Lieut. B. W. Browne, Seaforth Cadets; Lieut. S. D. Armour, Seaforth Cadets.

FIRE AT VAN ANDA

Store, Poolroom and Barber Shop Destroyed Last Night.

Van Anda, Texada Island, June 20.—A fire which broke out at 10:45 o'clock last night destroyed Steve O'Hanley store, poolroom and barber shop. The building was burned to the ground in half an hour but no casualties resulted.

New Ship Called "Bismarck."

Hamburg, June 20.—Emperor William conferred today the name of Bismarck, chosen by himself, on the third vessel of the Imperator class, which was launched for service of the Hamburg-American line. The Bismarck is to be ready for commission in about fifteen months.

"The Tango"

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