

# ASAMA AND AZUMA STEAM INTO THE HARBOR

Japanese Cruisers Arrive at Burrard Inlet for Friendly Visit.

Harbormaster and Immigration Officials Pay Visit to Admiral Koroi.

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 to 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 immigrants.

The Japanese vessels came in from English Bay after picking up Vancouver 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 pinnacles and boats and a swarm of bare-legged bluejackets descended on the sun's 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 Japanese 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 before 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 allowed on board until the port officials had paid their official visits.

Captain A. H. Reed, R. N. R., the harbor master, was out in the commissioners' launch and boarded each vessel to pay greetings and allot moorings. The customs and immigration launch Winamac took out the Japanese reception committee and a band which played the Japanese National 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 Immigration 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 Superintendent Reid has taken an active part in preparing a proper welcome for the Japanese squadron.

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

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

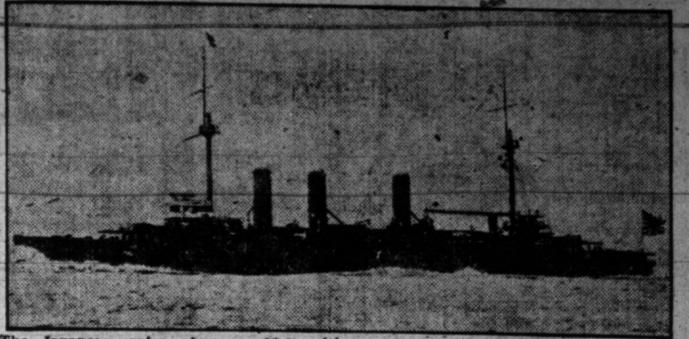
### Hindus Excited.

The Hindus aboard the Komogata Maru were in a great state of excitement this morning. There is no doubt that their countrymen ashore have prepared them to look for sudden action following the arrival of the Japanese warships.

The Province launch which went out to the flagship today passed close to the Hindu steamer and her rails were lined with turbans watching the proceedings. A great "song and lance" 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 establishing communication by signal with the flagship and later in the day Captain Yamamoto went aboard the Asama and told his story.

The warships are now open to visitors and crowds of Japanese are going aboard in fishing craft. But it is noticeable that the Japanese boats keep a good distance away from the Komogata Maru. This is in accord with instructions 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. Johnson, a former member of the United States Geological Survey, and the joint author of a standard work on the California 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 reports that a barrelful 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 accounts 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 resume 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 Vancouver and other Western points to the effect that oil had been struck at McDougall-Segur and Black Diamond 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-examined 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 putting 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 a port, 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 recovering 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 Kilmaham jail? All Irishmen tell you that the more rifles there are in Ireland, and the more volunteers, Orangemen 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 reason."

The foregoing is the comforting gospel uttered today above his own initials by Mr. Alfred Spender, who is now supreme among the ministerialist editors. It is this consideration which has chiefly decided the government 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 using Ulster to force a dissolution before 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, possibly 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 Preparing 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 Martin has given me a statement of his intentions, and an explanation of why he is about to abandon British political 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 arranging, he says, to return to Canada as soon as he can clear up his affairs here, because he feels that it is impossible, at this distance, to adequately control his Canadian interests. Moreover, he believes financial concerns in Canada will require even closer watching in the near future than during the present crisis. Therefore 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- refer the new way, in which various lo- roads, public is known. Mr. sociates 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 t which can by the Lords. al authorities who influence y to welcome new grants, cal taxes.

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liberal M. P., Cobden Club, linburgh Re- working man this penaliz- talistic taxa- that the of the Tariff chairmanship league, Mr. ex-Unionist today issues ming the ne- Chamberlain well as indu- preference. PERMERE.

RELESS Evolved Sys- Alarms. eans of wire- st marvel of o that for the passing near st it was de- s on isolated

next few days. The barquentine La-haina has arrived here 101 days out from Newcastle with coal for Hindolph & 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.

Talhyblus—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.

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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"