FINDING IN

Marine Court Censures Steamboat Inspector for Permitting Lost Vessel on the Route

The finding of the marine court which sat to investigate the foundering of the steamer Sechelt on March 24th off Beechy head, consisting of Mr. Justice Martin and Capts. Neroutsos and Reid given yesterday morning, criticised the steamship inspectors and recommended that a board of inspectors be appointed, with at least two more inspectors than employed at present, one to be expert in naval architecture and competent to pass on the stability of vessels. The Sechelt was considered unfit for the run she was on and should not have been passed by the Dominion government inspector, J. C. Kinghorn, for that route. The cause of the wreck was not determined, but the court con sidered that her cargo on the main deck shifted after she fell off into the trough of the sea and heeled over, wathen flooding through the open apertures of her hull. The finding was as

Having fully investigated facts relating to the loss of the screw steam ship Sechelt of the shade deck type Harold Victor James, master; register tonnage 71;13. length 73 feet beam 15.2 feet: depth 7.4 feet: 16 h.-p engines; built of wood in 1893 at Pontiac, state of Washington, U. S. A., which foundered with all hands (about 18) on the 24th of March, 1911, off South Bedford island. Beecher Bay. Straits of Juuan de Fuca, this court is

of the opinion that: 1. While in the absence of direct testimony it is impossible to state de finitely what brought about the disaster, yet it seems to be clear that from unexplained cause the ship got into the trough of the sea, with a heavy westerly wind and hard squalls prevailing, which caused her to heel to such an extent as to allow the water to flow into the body of the ship through the apertures on the main deck communicating with the engine and boiler space, and forehold, and it is probable that cargo on the main deck, of light iron rails, car wheels and axles, shifted in the heavy rolling to an extent sufficient to deprive the ship of

ability to right herself. Error of Judgment. The ship though given a certificate to carry forty passengers under section 1, part VII, of the Inspection Rules, was not fitted for the Victoria-Sooke route, for which she was licer sed, and the inspector of hulls. John C. Kinghorn, should not have given her permission to run on it. Furthermor a grave error in judgment was made h classing the route in question as one within "the island waters" of Canada, as defined by sub-section (g), section 72 of the Canada Shipping Act, because it comes clearly within the exception "salt water bays and gulfs on the sea coast" specified in that section, and though part of the route, viz., from Victoria to Race Passage, would in general be more or less sheltered, except from southeasterly gales, yet after passing through that passage a ship would be exposed to the full force of prevailing westerly gales from the Pacific ocean. The Sechelt was quite unable to cope with such conditions or with the ordinary stress of wind and weather to be encountered in that locality, because of her peculiar construction whereby the main deck was in effect made the weather deck, and also because of the insecurely protected apertures above mentioned, which properly come within the scope of section 14 of part VII. of the Inspection Rules, requiring that "gangways and openings or below weather deck" should "be fitted with covers in such a manner that they can be quickly and efficiently secured;" with other similar provisions respecting coamings and hatch covers intending to safeguard the bouyancy of the ship, which were insufficiently ob served or ignored, though the section declares them to be "important items to be noticed by the inspector in steam-

boats subject to heavy seas. Built as Tug. The ship was originally designed and built as a tug for service on Lake Washington, U. S. A., but of late had much additional superstructure added for the accommodation of passengers which tended to lessen her orngina bility, and encouraged the carrying of freight on the main deck something not comtemplated in her original design, and which unless duly compensated for weights below would be a menace to her stability. In all cases where similar changes have been made, it essential that inspectors should, before granting a license, be particularly careful to satisfy themselves by actual test if necessary, that th estability has not een jeopardized, and also place a limit upon the weight of cargo to be carried on or above the main deck. Generally speaking, the type of vessel represented by the Sechelt, with more or less variation, is one reulring careful attention to the correct distribution of weights, including ballasting, and to the manner in which the cargo is stowed in order to preserve stability

4. Though section 24 of the said inspection rules provides that "the steering gear shall be inspected and thoroughly examined at least once a year" by the inspector of hulls; yet there is no specific evidence that this was done, which is the more to be regretted because it was suggested that the cause of the ship unaccountably getting into the trough of the sea was owing some defect in the steering gear. It is surprising to observe that in the printed form of return of inspection no reference is to be found to this essential

matter. 5. Though the Sechelt had been stranded in the Vancouver Narrows on the 7th of August, 1910, and again on Bowen island on the 5th of November, 1910, and her main engine had broken down on the 8th of December, 1910,

degree" of injury to her hull or ma-chinery as defined by the statute (secs. 15 and 21 of the Shipping Act of 1908) which injury was in two cases at least reported to the Hull Inspector, yet per-mission was given to her owners to change her run from Vancouver to Se-chelt to a more dangerous one, viz., Victoris to Sooke, without any inspection, though full powers are given to the inspector in such cases by given to the inspector in such cases by Sec. 693 of the Shipping Act and Sec. 9 of the Inspection Rules. If such in-spection had taken place it would oubtless have cleared up the seriou uestion raised by Chief Engineer A. G. who stated that at the time he left the ship, a week before the disas ter she leaked astern to a considerable extent and that a proper bilge pump had not been fitted therefore he re ported the matter to Captain James who should have reported it, as should also the engineer, to the inspector un der Secs. 18 and 21, and it is note worthy that these complaints would be consistent with the surveyors' reports before us, made by the underwriters surveyors, of the damage resulting from said accidents. In the present case the neglect to inspect was the less excus able because the inspector admits h was notified on the 14th of March last after 5 p. m. that the ship was in the dock at Victoria but he says he was eaving for Vancouver that night and was so satisfied of her good condition and her date of annual inspection ur der (Sec. 588 of the Shipping Act) was so near (12th of April) that he did no

ed since the 12th of April, 1910.

then, though she had not been inspect

6. With respect to the verbal permis ion given by the inspector of hulls to change the route as aforesaid, we observe that under sections 589 and 596 of the Shipping Act, and section 1, part vii., of the rules, the certificate is to define the limits in which the vessel is "fit to ply" and a duplicate of the certificate must be posted up. . some conspicuous part of the steam boat for the information of the public. In the present case the certificate states "that the steamboat is permitted to run on the waters between Vancouver and Sechelt," the consequence being that in open violation of sections 589 and 596 of the statute the vessel was really running on a route for which she had in fact no certificate. The protection of the public demands that such grave matters, which may have, as here, the most lamentable consequences and which are contemplated by the doc ument, should not depend upon the mere recollection of a verbal permission.

In conclusion, this court is strongly

of the opinion that in view of the recent great increase of shipping on this coast, with every prospect of a still greater and much more rapid increase in the near future, the time has come when his excellency the governor-general in council should be humbly advised to give fuller effect to the powers conferred upon him by sections 572, 573, 574 and 582 of the Canada Shipping Act, and appoint additional inspectors so that in effect a local board of inspection for British Columbia may be established with a deputy chairman under sections 682-6 of said act, the said board to have in addition to the present two inspectors (of machinery and of hulls and equipment) two other inspectors, one of whom shall have charge of the inspection of equipment solely, and be a master mariner qualified for all waters, and the other to be an additional inspector of hulls who shall have special knowledge of naval architecture generally and in particular a knowledge | man's Building. of the stability of ships which this investigated has demonstrated the urgent need of.

No ship should be allowed to carry freight or passengers for hire without having first obtained the certificate of the hoard collectively, that she is in all respects suitable for the route on which she is to ply, instead of the two individual and inadequate certificates now in use, thereby placing the responsibility for safequarding the traveling public upon every member of the board, which in practice will lead to greater care being taken in the issue of certificates, the necessity for which has abundantly appeared by recent deplorable and easily avoidable disasters.

PRINCE ALBERT

STARTS SERVICE G.T.P. Steamer Leaves on First Trip

North at Noon-Will Alternate With the Henriette.

The steamer Prince Albert of the G. T. P., Capt. McKenzie, which has just completed overhaul by the B. C. Marine Railway company, leaves for Boat Harbor today at noon. Before leaving she is to be swung for compass adjustment by Captain Jarvis of the firm of James and Jarvis. She goes to northern British Columbia ports to inaugurate her new freight service alternating with the Henriette on a weekly schedule to Prince Rupert, Naas and way ports. The Prince Albert, formerly the Bruno, is equipped with passenger accommodation. She took 100,000 feet of lumber from the Canadian-Puget Sound Lumber company's mills, and about 50 tons of general freight, including shipments of provisions for Hazelton and other interior points. Among the calls arranged on the schedule of the Prince Albert and Henriette are the following: Powell River: Alert Bay, Hardy Bay, River's Inlet. Namu. Ocean Falls, Bella Bella, Swan son Bay, Work Island, Lowe Inlet. Claxton, Port Essington, Skeena River canneries, Prince Rupert, Port Simpson,

Naas River canneries and Goose Bay. Accused of Wire Tapping

SALT LAKE, Utah, Sept. 1,-An al eged wire tapping swindle that is said o have its centre in this city with branches leading to San Francisco, Lo Angeles and other points were uncovered here today, when Sheriff Sharp and several detectives from an agency ested Dewitt B. Lowe, manager of the Lowe Brokerage company; E. F. May, J. F. McAllister and R. L. Scott, telegraph operators, and Ray Perkins, a. telephone inspector. The wire which it is claimed was tapped was the leased wire of E. F. Hutton and company ruffering on each occasion a "material from New York to San Francisco,

and the control of the state of

Complete List of 'Attractions Prepared for Victoria's Fair Which Takes Place Next Week

The centre of activity in connection with the preparations for Victoria's exhibition, which will be held next week from Tuesday until saturday, will be transferred from the cit; tomorro Secretary Sangster having announces that his office would be established at the agricultural association grounds The general arrangements are complete. All that remains is the attending to the innumerable details which invariably crop up at the last minute. The indications are that the fair will be the most successful from all standpoints that has been seen here for years. Fine weather is all that is desired and the prospects of it being ideal could scarcely be more promising The Programme.

Appended is the complete programme: TUESDAY, SEPT. 5. 10:00 A. M. Judging of Section 1

Clydesdales. 10:00 A. M. Judging of Section 76. Standard Bred Horsas. 10:00 A. M. Julging of Section 195.

Holsteins. 2:00 P. M. Grand opening of exhibition by His Honor Lieut.-Governor Paterson, accompanied by Hon. Richand McBride and others to be escorted by a guard of honor composed from drafts from Military Cadets, Boy Scouts and Boys' Brigade. His Honor and par ty to be met at the gate by the president and officers of the associaton, escorted through the buildings and thence to the grand stand, where His Honor will declare the exhibition open Short speeches by the president, Hon. Richard McBride, the Minister of Agriculture, and Mayor Morley, respondto by the President. 3:00 P. M. Julging of Heavy and

Light Horses continued. 8:00 P. M. Horse Show. WEDNESDAY, SEPT. 6.

10:00 A. M. Julaing of Heavy and ight Horses continued. 10:00 A. M. Judging of Dairy Catle, Sheep and Hogo. 10:00 A M. Stock Judging compe tition, Sections 130 and 131, in the

Horse Show Building. 12:00 M. Stockmen's Dinner. 2:00 P. M. Rough Riding Exhibition Running Race, 3-Minute Green Tro or Pace, Running Race, 2:13 Trot, 2:18 Pace, Running Race. 8:00 P. M. Opening of the Horse

Show by the Honorable Price Ellison, Minister of Agriculture. THURSDAY, SEPT. 7 (Victoria Day.) 10:00 A. M. Section 129, Grooms

competition. 2:00 P. M. Stock Parade, Rough Riding. Running Race 2:25 Trot and 2:30 Pace, Running Race, 2:23 Pace, Running Race. 8:00 P. M. Horse Show.

FRIDAY, SEPT 8.

(Children's Day,) 11:00 A. M. Annual meeting in 2:00 P. M. Stock Parade, Rough Riding, Running Race, 2:35 Trot and 2:40 Pace, Running Race, 2:15 Pace, Run-

8:00 P. M. Horse Show. SATURDAY, SEPT 9.

(Vancouver Day.) 2:00 P. M. Stock Parade, Boy Scouts Display, Rough Riding, Running Race, 3-year-old Trot, Running Race, Freefor-All Trot or Pace, Running Race, Stallion Trot or Pace. 8:00 P. M. Horse Show.

Crowds Assured. With the exceedingly reasonable rate of one fare and a fifth for the round trip from any point on the E. &. N. railway to Victoria, it is expected that there will be an exceptionally large attendance from up-island points. Beyond a question the programme is one of the most attractive ever offered in this city. The agricultural and industrial features and the entertainment end are the best that have ever been witnessed in this section of the Pacific northwest.

It is a certainty that there will be record attendances every day. course Victorians are going to take a holiday practically for the five days, even the politicians easing up on the discussion of reciprocity that the citizens may be able to devote their time to amusement without interference. Coming right after Vancouver's big show the island exhibition is going to have the cream of the mainland's attractions and thousands are expected to attend from that city as, in addition to a regular \$2.00 rate throughout the week, the steamer Princess Mary is engaged to make a special trip leaving on Friday night and returning on Saturday evening. As well excursions are coming from Seattle, Tacoma and Bellingham. So Victoria, unquestionably, will open her doors to throngs of visiting pleasure seekers and unless the exhibition management is far astray, there will be plenty to keep

their time occupied.

Medley of Side Shows. At the show grounds every one of the large buildings will be packed with things interesting, things instructive, things unique and things amusing The grounds, which occupy more space han the farms of the majority of the wealthy south of the island homesteaders, will be gay with tents occupied with side shows of an exceptional high class' standard. There will be French's wild animal show, one of the finest collections of the beasts and the birds of different parts of the world that has ever been assembled on the Pacific coast. In another marquees a col lection of domestic animals and birds such as cats, dogs, chickens, etc., all trained so thoroughly as to seem almost human in their intelligence will be performing their different stunts. And so it will be all over the areathat expanse promising to

circus than ever before in the history of the exhibition

In addition there will be the regular programme. Those items referred to are merely incidentals. Each afternoon these contests exceptionally large purses have been hung up and the entries are abnormally large. The har-ness races will have to be run off in heats. In them the horsemen of the island and the mainland are evincing that Bland S., the famous trotter which has been smashing records throu the northwest and has a record of 2.04 will take part. Other speedy equines are coming to match their with this well known horse. Runners are coming from Vancouver, Seattle and other points to endeavor to take away some of the money offered.

One of the outstanding features, i is believed, will be the Horse Show. It is to be held every evening in the large pavilion situated on the grounds. Animals from Vancouver, Seattle, Tawill participate in the long list of com petitions. Master of ceremonies Clements, of New York, one of the ring experts of the continent, will be charge. The show, as usual, will be the fashionable affair of the exhibition. practically all the boxes being already rented for the week.

Bronco Busting.

The Broncho Busting, too is attractconsiderable attention. Those who have witnessed these contests do not need to be told of their interest. The majority of the rough riders of the British Columbia interior are assembling in Victoria to try to tame the large collection of "bad acting" bronchos that has been gathered here from the range country of the interior. That these experienced riders will have difficult time in subduing the flery spirits of these horses there is no doubt and it is expected that most of the cowboys will be hurled from the saddles before they get the better of their respective mounts.

VISITOR COMMENTS ON NEGLECTED DEFENCES

Lieutenant Knox of British Navy League Deplores Conditions at Esquimalt—Danger Zone of Pacific

Lieut. H. T. C. Knox, chief lecturer of the Navy league, yesterday commented upon the neglect shown by the Dominion government regarding the Esquimalt defences. He said: "I listened to Mr. Barnard with much interest at the theatre the other night and think he made a great point when he showed how Sir Wilfrid Laurier had said the danger zone was in the Pacific and no danger existed on the Atlantic, while at the same time the Dominion government spent twice the money for fortifications, etc., on the Atlantic side to that spent for the Pacific. I listened with much interest to Mr. Barnard's references to the neglect of the defences. I say the two 9.2 guns still lving Hill and am told they have been lying there for six years, and nothing is being done to mount them. I would liked to have photographed them to show the neglect at this important station of Es-

Lieut. Knox returned east yesterday after making a visit to Alberni. He was greatly impressed with his island trip, the scenery, magnificent timber, etc., seen being something that could not fail to impress. He fell in with Col. Layard, of the Salt Spring branch of the Navy league at Alberni, and at an hour's notice the Colonel arranged a meeting which was addressed by Lieut. Knox from the verandah of the Somass hotel. Col. Layard also spoke and it is expected the result will be the formaion of an Alberni branch. An invitation was received from Mr. E. A. Crofton, secretary of the Salt Spring island

branch, but he was unable to accept it. Lieut. Knox sent two cablegrams to he Navy league in England asking the officers to use their influence with the admiralty to endeavor to secure for B.C. the sloop-of-war Egeria which will be sold to the highest bidder at Esquimalt on September 18th and 19th.

FINLAND HAS TWO SPLENDID ATHLETES

Finland has two wonderful athletes who will surely figure well up in the next Olympic games-men who will undoubtedly be strong contenders for first honors in events that have heretofore been sure points for American athletes.

Niklander, a Finnish weight thrower who is credited with being the world's champion discus thrower in Europe, has been doing some great work with the saucer and the shot. He threw the discus from an Olympic circle (8 feet 2 inches), 146 feet at a recent meet in Finland at which many of the foreign athletes competed, and Niklander also did some good work with the 16-pound shot, putting the weight 46 feet 10 inches with the right hand and 36 feet

10 inches with the left. When the Olympic games are next year at Stockholm. Sweden, the will be put with both hands as one of the events and it looks more than likely that Niklander will be able to give either big "Babe" McDonald or Ralph Rose the rub of their lives.

The other Finn, Kohlemeinen ,a young er brother of the professional distance runner who performed so well here last spring, won the five-mile run at the English championships last month. His time in that race, 25mins. 3 secs., was exactly six seconds better than Bor hag's American outdoor record for the distance. Indoors Bonhag has done five miles in 24 mins. 58 secs. When it is considered that Kohlemeinen was not pressed in the English event it seems probable that he will run much more rapidly if Bonhag meets him at Stock-

Prospects on Illinois Central Are for Strike-Representatives of Men on Harriman Lines Give Views

CHICAGO, Sept. 1 .- Representaves of the international union comprising the federated shop employees of the Illinois Central road, which has een refused recognition by Presiden Markham of the Illinois Central, today gave thirty, days' formal notice to the railroad that they desire altera tions in their contracts.

SAN FRANCISCO, Sept. 1 .- The outhern Pacific company, through Julius Kruttschmitt, vice president and director of maintenance of the Harriman lines, absolutely rejected to day a demand for recognition of the Federation of Shop Employees, comosed of five shop craft unions and 25,000 men. That such recognition. with its implications, would hamper the company in performing its duty to the public was the position taken by its officials. Union leaders asked for it on the grounds of economy and expedition, and admittedly because of a feeling that greater centralization of capital and power made corresponding centralization among various unions desirable. The unions involved have asked permission of their general officers to strike in the event of the refusal of recognition.

A conference lasting three hours and twenty minutes was terminated by Mr. Kruttschnitt's final answer, and following it, the union represent atives, sober-faced, went into session by themselves to consider the strike vote, which they may accept as binding ,or may reject, refusing to sanction a strike.

Today's meeting began at 11 a.m. in the local offices of the Southern Pacific. President Kline, it was learned tonight, presented the cases of the unions and replied to questions put to him by the railroad officials, who act ed without a formal spokesman during the discussion. He based his pleadings on economic grounds, and one of the officials said tonight "held his own" in the questioning from his angle of the case. Once or twice the discussion became lively, but it never ranged beyond coolheaded argument. The railroad officials, in their turn, took the position already publicly announced by Mr. Kruttschnitt that the federation's power and demands would render it impossible for them to perform the duties and carry responsibilities which are imposed upon them by law, and which make them, in the words of Mr. Kruttschnitt, "quasipublic officials."

At the endof the conference, which came at 2.30 p.m., Mr. Kruttschnitt issued the following statement:

"A conference was held between the national officers of the shop employees the Southern Pacific officials. Here he enumerates those present and continues: "In the conference the question of the benefits to accrue to both the company and the men from federation was fully presented by the international officers, and the officers of the railroad company explained at length the embarrassment that the company would experience in performing its public functions if hampered by a committee vested with sufficient power to control, or partially control its operations.

"The discussion lasted from 11 a.m. to near 2.30 p.m. without altering the

situation." Some seeming ambiguity in the final phrase "without altering the situation" was cleared up tonight by a railroad official who said, authoritatively, it was intended to mean that there was no change from Mr. Kruttschnitt's previous position, outlined in a public statement in which he said recognition of the federation would be "impossible."

"We have not refused to see the men further, however,' 'said this official. "We are still prepared to grant any requests for a conference, although our position is final."

Union officials have made no secret of their anxiety to avert a strike if it can be done, and means to that end were canvassed thoroughly tonight.

"Our meeting with Mr. Kruttschnitt today was without result," said J. W... Kline tonight. "Neither side would concede anything. The demand that he recognize the federation was presented to Mr. Kruttschnitt, but he refused to grant it. However, we still have hopes of avoiding a strike."

AUSTRALIA IS THE PUGILISTS' MECCA

Hugh McIntosh, Promoter, Sending Ma fority of Heavyweights to Antipodes This Pall

NEW YORK, Aug. 31.—Australia will

be the Mecca of the pugilistic heavyweights during the coming fall, winter and spring. After considerable engineering and an expenditure of time and money Hugh McIntosh has succeeded in making contracts with the big men of the fistic arena that will give the sub-continent almost a glut of battles between burlies. McIntosh left London a short time ago for Sydney to make preparations for the greatest season he has ever had, and he carried away with him contracts signed by Jack Johnson, Sam McVey, Bill Lang, Marcel Moreau, the Frenchman, and others, all of whom have placed themselves unreservedly in the hands of McIntosh to fight or play, according to his dictates.

In addition to the above named he has assurance from Al Kaufman, Sam Langford and Jim Flynn to leave America shortly to take part in this fistic carnival. McIntosh is negotiating with Jimmy Clabby and Jack Dillon, of America, Owen Moran and Bandsman Rice, of England, and Paul Til and Eustache. of France, to make the trip across the order dissolved today.

line and throw in their fortunies with his plans for the coming campaign. Most of the latter named have already consented to go to the south with him.

McIntosh is to have absolute control of all of Johnson's business arrange-ments for the term of one year, from October 31 next. On or about that day Johnson accompanied by his wife and one other person, who is yet to be se-lected, will sail from London for the Antipodes, stopping en route to give lectures. Immediately upon arriving in Sidney Johnson will go into training for a twenty-round contest with Bill Lang on December 26 (Boxing day) for the championship of the world. The big black holds Lang very cheap, and says that he will have no trouble in disposing of him. On Easter Monday, next year, Johnson will meet Sam McVey, also in Sydney, for the title. These are the two fights that Johnson has signed for, but according to the contract with McIntosh the latter has the right to match Johnson against Langford, Kaufman. Tommy Burns or Flynn, as he may elect. All told it is expected that Johnson will clear considerably over a quarter of a million out of this year

under the management of the Austra-As soon as McIntosh arrives in Sydney he will match Bill Lang and Jack Lester for a return engagement. Mc-Vey will be matched against the winner of this contest. Al Kaufman will pitted against Bill Lang once more and if he wins will be asked to fight Langford. Then it will be the turn of McVey and Langford to renew their Paris battle. By a series of eliminating contests on these lines with Jim Flynn getting his chance, McIntosh hopes to produce the best white man and the nest black man outside of Johnson, and should they not prove to be Lang and McVey they will be matched against Johnson in addition to the last named pair.

If Johnson does not meet Langford in Australia, the climax of next season will be reached in Paris, when on the eve of the Grand Prix McIntosh proposes to bring Lil Artha and the Ta Baby together for a finish go. With Langford Johnson will insist upon a side bet of \$10,000, as he says that he is not going to allow Joe Woodman or little Samuel to gain any money through fighting him.

DATES OF OPENING SHOOTING SEASONS Frouse Legal Game on and After Sep

tember 15-Pheasants and Quail

Come in Fortnight Later. Formal announcement was made yes erday, through the medium of the B Gazette, of the open season for the

shooting of grouse, pheasants, quail and deer. The dates are set forth as follows: Grouse That the disabilities as to the shoot ing of grouse of all kinds be removed throughout Vancouver Island, the Is lands electoral district and the island adjacent thereto, except the municipali-

ties of the districts of North and South

Saanich, between the 15th day of Sep-

tember and the 31st day of December

1911. both days inclusive. Pheasants and Quail

That the disabilities as to the shoot ing of cock pheasants and quail be removed in the Esquimalt, Cowichan, Saanich and Islands electoral districts from the 1st day of October to the 31st day of December, 1911, both days

inclusive. That the disabilities as to the shooting of cock pheasants be removed in that portion of the Comox electoral district known as Hornby and Denman islands from the 1st day of October to the 31st day of October, 1911, both days inclusive.

That the disabilities as to the shooting of ducks and snipe be removed throughout Vancouver Island, the Islands adjacent there to, and the Islands electoral district, between the 15th day of September and the 28th day of Feb ruary, 1912, both days inclusive.

Deer That the disabilities as to the shooting of deer on Vancouver Island, the Islands adjacent thereto, and the Islands electoral district be removed be tween the 15th day of September and the 15th day of December, 1911, both days inclusive

Congressman Assaults Clerks WASHINGTON, Sept. 1 .- Representa tive Charles D. Carter of Oklahoma created excitement in the heart of the shopping centre today by assaulting four clerks, one of whom he declared, had insulted his 18 year old daughter, Miss Italy Carter, who was with him on a shopping expedition.

SEATTLE RAILWAY FIGHT Judge Hanford Dissolves Temporary Restraining Order-Application for Permanent Injunction.

SEATTLE, Sept. 1.-United States Judge Cornelius H. Hanford today dissolved the temporary restraining

order issued last week on the petition of August S. Peabody of Chicago, trustee for the bondholders, restraining the city of Seattle and the residents of the Rainier Valley from interfering with the Seattle, Renton & Southern railway in its attempt to collect second fares. The dissolution of the restraining

order removes all obstacles in the way of the city's attempting to force the Seattle, Renton & Southern to haul passengers within the city limits for a single fare and issue transfers interchangeable with those of the Se attle Electric company, which operates rival car lines.

The action of Judge Hanford today does not end the litigation, as arguments are to be heard on the application for a permanent injunction Pending final action on the case, however, the court will not interfere with the city and the residents of the Rainier Valley in their contest with

the Renton road. The mass meeting last week. which an effigy of Judge Hanford was hanged, was called to protest against the temporary restraining

GET ADVANTAGE

Complaint Sent to Ottawa that they are Allowed to Bring in Dressed Lumber Contrary to Law

COMMISSIONER WILL INVESTIGATE

Says That Classification May

Give Room for Devices Whereby Lumber is Admitted Free of Duty

OTTAWA, Sept. 1 .- "I have received no complaints from the British Colum bia lumbermen or from any other source, relative to the dispatch received this morning that my customs collectors on the coast are allowing United States lumbermen to bring dressed lumber into British Columbia contrary to law," declared Mr. J. C. Mac dougall, chief customs commissione here today. "And further," he declared. "I de

not believe that the situation is as bad as the dispatch would imply. Howeve my department will conduct an imme diate investigation, and if the condi tions existing are such as the lumber men complain of it will probably be ex plained that no doubt owing to the classification of different schedule there was room for various devices h which the Americans could have the lumber admitted free." He was in favo of having the classifications changed such a manner so as to leave no doub as to what really constituted dresse. lumber. For instance, he said, san boards were admitted free, as were boards dressed upon one side, and said. sawn boards were admitted free, as were boards dressed upon one side, an this frequently lead to a difference opinion as to whether certain kinds of lumber should or should not be deba red. He was sure that the governmen would welcome any suggestions that the lumbermen could make, and was anxious to have the details of the complaint made by them placed in his hands. "If," he concluded, "my customs c lectors on the coast are negligent of their duty they will be promptly dismissed from office."

SASKATCHEWAN CROPS

Fortnightly Report of Departmen Speaks of Progress of Harvest and of Damage

REGINA, Aug. 31 .- The ninth fortnightly telegraph report of the Sas katchewan department of agriculture indicates that cutting has commenced in all parts of the province, with the exception of some districts on the eas central, the northeastern and the northwestern crop districts. The dat at which harvesting will be general given as August 30. The portion crop already in stook is 12 per cent divided unevenly, of course, between different localities. It is impossible give any definite estimate as to damage to the crops from hail, rain. wind, rust or frost, but reports indicate that damage from these causes i more widespread in that portion of the province lying east of the Soo line and south of township 22, than it is on the remainder of the settled area Will the exception of a couple of points where there is a surplus of men and o one or two places where a few at needed it would appear that labor ! sufficient in supply and evenly distributed.

Idaho Forest Pires

SPOKANE, Sept. 1 .- Fanned by high winds, a number of fires, set in slash ings in the forest of Bonner county Idaho, have spread to alarming propor tions, and three fires are now being fought by men hired by the forest service, by the Pend d'Oreille timbermen's protective association and by individuals. One of the most serious is nort of Sandpoint, between Humbird's can No. 5 and the camp of the Sandp Lumber and Pole company, near Ma: woods. With the exception of the est fire at Summit, four weeks as forestry department is battling w of the worst fires of this season three miles north of Naples, Idaho. The was started from the burning of slashings by ranchers

Quebec Terminals of N. T. R. OTTAWA, Sept. 1 .- More than half a dozen tenders were received today by the National Transcontinental Railway Commissioners for construction of Grand Trunk Pacific terminals at Que bec, which will cost about \$1,000,00 The contract will not be let for a week

or ten days, however, as the terms of various bids have to be looked into. Row Among Maderistas.

MEXICO CITY, Aug. 31 .- At the end of an impressive day in the first co vention of the new Progressive party of Mexico, in which Fransico I. Madero gave his views of the platform and how the country should be governed in speech accepting the nomination the presidency, the session came a close in wild disorder. Threat clear the gallaries tonight starte sumult greater than that which charterized last night's session. threat was supplemented by anothe adjourn and close the door to the P lic tomorrow. Neither was carried and the row subsided only when turbulent element had worn itself Following discussion of the four candates for the vice-presidency the co vention adjourned, leaving the vote for

Quadra Returns. The government steamer Quadra returned to port yesterday from a cruise to northern lighthouses

anadian Pacific's for Leave to Comes Before Ra mission at Vanco

VANCOUVER, Aug. 3 one cases set down list before the boar missioners for Canada vancouver meeting to Progress was rap meetings, as C ong earned the repu th all matters tch and judgment, and After a large number

en disposed of during t fternoon, the commiss the application made under section 178, for a opriate lots 379, 464 85, 255, 288 and section 18 in the municipality he matter was discuss hour by counsel for t counsel who represente oprietors in the distr embers of the board, five the chairman adjou ntil tomorrow morning finished hearing the di ing given any decision Its discussion today erable attention, J. E. pearing for the compa Taylor, K. C., and J. sented W. G. and N. H. P. Bowler, owners of Woods and James E. Ja 25 acres, and the Pitt Company.

On the opposition Mr. Taylor contended th should show the com they required so much purpose. He did not, he company going out to it was not proposed pany to take up lands v eventually use for to The municipality was to do that as was the In regard to this chairman read extracts application from which the company required erection of shops, etc., said he would accept davit of the company shown, he added,

wanted the land for commissioners would o they would deal with Mr. McMullen quick commissioners that the intention of using th other purposes than the upon which Mr. Taylo ther objections, stated posed shops would of land in length a width, which he thou lous. The latter in the chairman to rema to him that two mil rific length for shops, land enough for rai times as big as the Montreal. If it was matter of money, h matter which could the arbitrators. While counsel wer ing the matter, the tir

OIL FUEL WOL INCRE

Expert Says Makura Australian Line Records with 1

The speed of the s the Union Steamship be so increased that s records on the line with oil instead said Mr. Henry, an by the Australian p "Touching on liqui the oil expert, who home, said he cross Vancouver on the steamer Makura w three days off the Pa ing eight boilers inst creasing her coal co tons to 150 tons a used on this steamer siders (steaming eig the record down and make the Sydney-Van teen days. It would to land Australian twenty-nine days, a a port of call, instead New Zealand mail still further improve

"What I have see ers on the Caspian where oil-burning their birth, and on fired tark steamers America, never pro arguments in favor for marine purposes fact that the Maki this record run son per day, or, roughl trip. She arrived at cally a light ship. T of oil would have an additional 2000 to

KNIGHT OF ST

British Steamer Wr Will Be Loss A Wices fre The British steam

George, reported from Tongatabu, is a to e Fiji island port hrough the hull a vessel are expected vage. Tongatabu. wreck, is one of