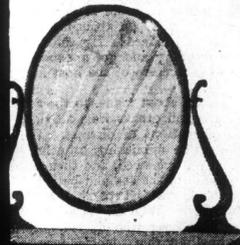


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Wetwear Values

That the values to be had at our Whitewear Sale are unprecedented is evidenced by the fact that hundreds of thrifty buyers have taken advantage of the many splendid values offered. For the balance of this month it would be wise economy to watch the papers closely and take advantage of the special offerings which we make from time to time.

Corset Covers Special at 50c. The assortment of Ladies' Fine Corset Covers, which is now shown on the tables, is indeed a most comprehensive one, and embraces a large number of beautiful designs. They are made of good quality materials, and are prettily trimmed with lace and other designs in a more interesting and surprising way than we are asking. But we have \$1.75 down to \$1.15

Special at 50c. News for the women-folk. Better for, and it only remains for you to satisfy yourself as to their worthfulness. Extra good quality muslins, in a wide variety of designs, some trimmed with lace, while others are plain. Special June Sale Price. . . . \$1.15



DRESSING PARLORS
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FIFTIETH YEAR

TWO AUTO TRIPS ACROSS CONTINENT COMPARED

L. W. Redington, Who Was in Charge of the Pathfinder on Its Great Trip From New York to Seattle, Makes a Comparison of the Two Trips

(BY L. W. REDINGTON.)
The Ford car No. 2, which reached Seattle yesterday afternoon winner of the New York to Seattle automobile race, is the second motor car to complete the journey from coast to coast by way of what might properly be called the "Northwest Passage." The first car to go over the unexplored motor road which lies between Granger, Wyoming, and Seattle, was the Thomas Pathfinder, which left New York on the 20th of last March, and which, under the worst imaginable conditions of road and weather, was followed the trail for the racing cars to follow. As route expert of the race for the Guggenheim trophy, and manager of the pathfinder trip, it was my good fortune to make the entire transcontinental journey on the big "Thomas" the identical car, by the way, that won the historic New York to Paris race last year—and for the benefit of those whose ideas of transcontinental travel are based on the outlook from a Pullman car window, I am going to briefly outline some of the seemingly insuperable difficulties which confront the motorist on such a run.

To drive an automobile from the Atlantic to the Pacific is a task which, even under the most favorable conditions, would stagger even the most experienced of motor tourists. To make this trip in mid-March and early spring, when the ground is deep in snow, when rivers have taken the place of roads, and when whole sections of the country have been converted into vast seas of mud, is a task which becomes Herculean. It was the very worst season of the year for motor touring and under conditions which the pathfinder left New York on his long journey to Seattle. When the car left the cheering throngs that had gathered in City Hall Park to witness the start of the trip, the betting was 5 to 1 that it would never reach Seattle. But after exactly sixty days of the hardest kind of work, and after adventures unique in the history of automobile touring, the pathfinder reached Seattle May 15th, having demonstrated the practicability of a direct route to the Pacific Northwest and having made possible for the racing cars to follow a carefully laid out course.

The trip that took the pathfinder sixty days to complete, was done by the Ford No. 2, driven by Bert Scott, in just one-third that time. This is partially accounted for by the fact that the racer was pushed through night and day, the crew snatching sleep and meals at odd hours and when opportunity offered, while the pathfinder took their own time and spent many hours consulting road directions and taking photographs for the guidance of the contestants, but the principal reason for the great difference in time between the pathfinder trip and the actual race, was the condition of the roads. When the racers left New York, the country roads, and the black "gumbo" mud that makes the Middle Western states a terror to motorists, had dried out and although rough going was the rule, the roads at least had some bottom to them. When the pathfinder came across, however, the roads of Western Wyoming were under water, and it took the pilot five days to do 140 miles of road between Rawlins and Cheyenne. The roads covered by the racers in as many hours.

The very mention of Wyoming brings up nightmare memories to the four who shivered, hauled and dug the pathfinder through that state. George Miller, who, by the way, made the globe striding trip with the car, C. W. Eaton, J. S. M. Eley, and myself, the team that brought the pathfinder through, will never forget our fight against road, or rather no-road conditions in Western Wyoming, and parts of Idaho and Oregon. We built bridges, corduroyed roads, and filled in washouts until the sight of a shovel and axe sickened us, and the very sight of the travel battered veterans of the roads of two continents was hateful to us. On one occasion the car was stuck for thirty hours in a clay sink hole near Bitter Creek, Wyoming, from which a team of six heavy horses could not budge it. It finally took a Union Pacific section gang of sixteen men eight hours of solid work to pry the Thomas out of its mirey grave onto a corduroy road of railroad ties leading back to solid ground.

Another day, we had the engine running sixteen hours, and covered only twenty-two miles, working like slaves seven miles of the time. A wash was washed out bridge across swiftly running Rock Creek in Wyoming, but no road leading back to the main line of travel. There was nothing for it but to take a chance right across the hills, and following a ridge we were able after four hours of perilous travelling, to get the car back on the main road. Incidentally, the four of us had to carry 800 pounds of luggage on our backs up the mountain for several miles, as the car could not make the steep pitch with a full load on. I think that from Cheyenne to Seattle, the crew spent as much time out of the car as in it while on the road, for a great part of the road had to be practically re-bulldozed to carry the weight of the car.

The route of the transcontinental race as laid out by myself, ran from New York to Chicago, via Poughkeepsie, Albany, Buffalo, Erie, Cleveland and Toledo. From Chicago to St. Louis, from St. Louis to Denver via Kansas City, Denver to Cheyenne, Cheyenne to Laramie and from there to Granger, Wyoming. The direct route from Granger to Seattle had never been attempted by any motorist, the accepted way to the coast being via San Francisco and Seattle. We decided to take the straight line, and attempt to cross the famous Snoqualmie Pass, where thirty feet of snow has been known to lie as late as the 1st of June. Everyone familiar with Western road conditions predicted failure, and claimed that the route from Granger to Seattle, by way of Pocatello, Boise, Baker City, Walla Walla, North Yakima, and then through the Snoqualmie into Seattle was an impossibility, but although we met with delays and got backs which it would take a 50,000 word book to fully relate, the Pathfinder and the cars that followed after, demonstrated that the worst impossible doesn't enter into the vocabulary of the transcontinental motor tourist. One of the principal features of the Pathfinder was against snow, and of course the racers had very little of this to contend with. For days we backed down five and ten feet deep in Central New York and crossed the Rockies, and at those the car sank almost out of sight in the snow wells. When we crossed the Eastern Rockies, and the Snake Hill between Cheyenne and Laramie, I think the car would have disappeared entirely but for the guidance of a man who knew every foot of the way, and who was able to make a course along the ridges without so much as a post to mark the line.

This time made the race the most carefully arranged and managed of the trip, as well as courage, skill, and endurance on the part of the crew. The twenty-one days consumed in the run from New York to Seattle included six winter days, and each east of the Mississippi, where prejudice against anything that looks like a speed record found its expression. So in reality the Ford made the trip in eighteen days running time.

The only remarkable feature of the New York-Seattle automobile race is the fact that Eastern automobile politics robbed the race of entries, and that what should have been the greatest event ever held in the history of automobile racing, dwindled down to a contest between five cars. But for factional fights between the two controlling organizations, the manufacturers of both this country and Europe would have raised the list of starters to at least thirty, and given the race an interest that would have been the greatest the race has done more for the good roads cause than can be imagined by the casual reader. Travelling 4,000 miles of American roads, and talking to hundreds who have the making and keeping of these roads in their care, I was given an opportunity to judge the general trend of public opinion, and I can say unhesitatingly that it is toward better roads. The New York-Seattle automobile race has stirred up sentiment for a great American highway across the States, and some day this dream will be realized.

Refused to Answer Questions.

Winnipeg, June 24.—Louis James, whose wife was murdered in her home on Dominion street, this city, on the afternoon of April 2nd, was placed in the cells this morning for refusing to answer the crown counsel's questions at the trial of Charles Hootnick, the Barnardo boy who confessed that he had killed Mrs. James.

New Mayor of Zion City.

Chicago, June 24.—Wilbur Glen Oliva, successor of John Alexander Dowie, as head of the Christian Church of Zion, was deposed as political dictator of Zion City last night, when the independent officers elected several weeks ago were sworn in by the retiring city council. E. N. Richey is the new mayor of Zion City.

Bebel Writing Memoirs.

Berlin, June 24.—Augustus Bebel, who is a very sick man, is superintending the writing of his memoirs from a mass of manuscripts that accumulated since he first entered politics. The book may not be finished before the end of the year. Bebel's history of the Socialist party from the day of Bebel's entrance in the Workmen's party until the present time.

UNITED STATES SOLDIER RELEASED FROM DUTY

Washington, June 24.—Capt. Abraham E. Culver, of the United States army, died suddenly in this city yesterday evening aged 53 years. During the Spanish-American war he was a lieutenant serving on board the dispatch boat Mayflower. Later he commanded the gunboat Hancock, and served as a member of the Board of changes at the navy yard in New York. Then he commanded the gunboat Des Moines, and his last duty was as aide to the assistant secretary of the navy, which relinquished in January. At the time of his death Capt. Culver was on leave of absence.

Scenes and Incidents in the Cross-Country Run of the Pathfinder



THE FINISH OF THE LONG GRIND ARRIVAL OF THE PATHFINDER IN SEATTLE



ROUGH GOING THROUGH THE OREGON FORESTS OF W. REDINGTON AT THE WHEEL



BUCKING SNOW DRIFTS ON THE EXACT SUMMIT OF THE EASTERN WASHINGTON

A MOMENT OF SUSPENSE

WILL SHE PULL THROUGH?

PRESS TO FIGHT FOR COMMON MAN

J. A. Macdonald, of Toronto Globe Invites British People to Help in Filling the Overseas Dominions

Edinburgh, June 24.—Speaking at a luncheon given by the Student's Union yesterday by the Student's Union, J. A. Macdonald, of Toronto, said that the question of Imperial unity had been settled by their conference. Replying to the Provost's welcome, Mr. Macdonald pointed out the significance of including their tour at the capital of the United Kingdom. They were proud of what Scotland and Edinburgh had done for the liberty of the world and the strength of the overseas dominions. The Press would fight to give the common man a chance and fight if necessary against the tyrannous crowd democracies could breed, as their ancestors had fought against kings. He invited the British people to fill the great lands of overseas dominions, where they were wanted to build democracies, free and strong that would cling to the old home land.

GERMAN WAGES

Magnificent Stipend Paid Municipal Clerks in Prussia

Breslau, Prussia, June 24.—The city of Landau, a wealthy town, advertised for clerks for the municipal administration, promising the following wages: "To young men, college bred, the city offers 10 marks (\$25) per month for the first year of their service. In the second year the remuneration is 20 marks, in the third 30 marks, beginning with the fourth year clerks will receive 40 marks per annum, with increase of 100 marks per year until the maximum wage of 1,000 marks is reached.

Retired South African Officers.

London, June 24.—A scheme is afoot to settle retired South African officers in British Columbia and it is believed that if the government here is sympathetic, the scheme will go through.

POSSES ARE SHOT WOMAN STILL ON TRAIL THEN HIM-SELF

Sergeant Murray of Provincial Police Has Reached Scene of Holdup and is Aiding in the Hunt.

San Francisco Janitor Commits Crime of Which No Explanation is Forthcoming Yet—Woman Miss Barnes?

METHODS SHOW WORK OF AMATEURS REAL IDENTITY NOT ESTABLISHED

Supt. Hussey Draws Contrast Between Work of Ducks Train Robbers and That of Bill Miner Two Years Ago.

San Francisco, June 24.—The bodies of William Harrison, a janitor, and a young woman believed to be a Miss Barnes, were found today in Harrison's room in a lodging house. A revolver was found at the man's feet, and it is believed he shot the woman and then killed himself. The cause of the double tragedy cannot be determined until the identity of the woman is definitely ascertained. She was 22 years of age and fully dressed.

COLOMBIAN PRESIDENT CUTS DOWN EXPENSES

Bogota, Colombia, June 24.—George Holguin, President designate of Colombia, since the departure for England of General Rafael Reyes issued two important decrees yesterday. One reduces the diplomatic and consular service of the republic to two legations in Europe and two on the American continent, a total of eight consulates, while the other revokes the appointment of all Colombians who have been banished from the country for political reasons. The various economies decreed by President Holguin reduce the expenses of the government by \$3,000,000 a year, and his course has met with warm approval.

THREE BODIES HAVE BEEN RECOVERED

Killarney, Ireland, June 24.—The bodies of three of the women who lost their lives in the booby accident at Lower Killarney Lake yesterday have been found by a police search party on the shore of the lake. The bodies were in a boat containing the tourists was swamped. Identification has not been made.

PREPARATIONS FOR ANNUAL ROSE SHOW

Handsome Silver Basket Offered for the Largest and Best Collection of Roses on Exhibition at Opening.

Roses are more roses. Victoria will prove her claim to be considered a rival of Portland, the Rose City of the West, next Tuesday when there will be gathered at Assembly Hall the largest and finest collection of that flower ever seen in one place in this city. The occasion is the annual show under the auspices of the Victoria Horticultural Association. That the forthcoming exhibition will prove the best ever is the opinion of those in charge. They state that never before has such general interest been evinced in the preparations by local amateur and professional horticulturists. The show will be held in the Victoria Hotel, and the best collection of roses on exhibition. It is explained that the show is for the benefit of competitors that quantity will not necessarily capture the honors over quality. L. Russell, one of Victoria's most expert horticulturists, who has made a specialty of rose culture, has accepted the position of judge.

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FERNIE SAYS THEY CAN'T ESCAPE

Chief Constable Puts into Kamloops for Supplies and Declares Bandits Will Be Caught

Kamloops, June 24.—Chief Constable Fernie has come in for supplies and says it seems impossible for the hold-up men who stopped a C. P. R. train to get away. There is a feeling amongst people living near Ducks that the robbers are men who lived in that district and who may now be found at work on the ranches. Expert detectives will examine all business passing through the telegraph offices for several weeks.

Grand Trunk Earnings.

Montreal, June 24.—The Grand Trunk Railway earnings for the week ending June 21st totalled \$926,885, an increase of \$10,194 over the same week last year.

CAR BLOKED BY DRIFTED SAND IN EASTERN WASHINGTON

There is one point about the occurrence of Tuesday, however, which, in the opinion of the authorities, would lead to the opinion that, while in the actual execution of the job the highwaymen took desperate chances, they still had given their self-imposed task some thought. That is the avenue of escape arranged. These could be no better method of eluding capture in the upper country than by taking to the water. While they were able before the alarm was given and the hue and cry began.

Delay Caused by Accident.

Winnipeg, Man., June 24.—C. P. R. train No. 97, westbound, running in two sections, the first being about twelve hours late, leaving here this forenoon instead of last evening. The delay is caused by another sinking of the bridge over the slitting at Hays Lake near Kenora, where a big slide occurred last week. The train was not over safely but only after it was considerably strained. Traffic will again have to be sent over the Canadian Northern.