

FAILS IN ATTEMPT TO TAKE HIS OWN LIFE

John Costin, Engineer at Goldstream Power Station, Cuts His Throat

(From Friday's Daily)

John Costin, third engineer in the employ of the B. C. Electric company at the Goldstream power house, attempted to end his life by cutting his throat about 6.30 o'clock last evening. Whether his nerve failed him at the critical moment is not certain but he did not succeed in his attempt, though the long gash in the left side of his throat testifies to his suicidal intent. Costin is on duty from 3 o'clock in the afternoon until 2 o'clock in the morning, but he is allowed an hour off at 6 o'clock. Yesterday he was on duty as usual and at 6 o'clock was relieved by J. Reynolds, another engineer. Costin went to his home for his meal and about 7 o'clock Mrs. Costin rushed into the power house and informed Reynolds that her husband had committed suicide. Reynolds could not leave his post, but he telephoned into the Store street power house and within a few minutes Dr. Hart, accompanied by G. M. Tripp, engineer in charge of the local plant, hurried to Goldstream in an automobile. In the meantime Mrs. Costin had returned home, where she found that her husband's throat was still bleeding freely from his self-inflicted wound. She did everything she could to staunch the flow of blood and Costin was taken to the hospital this morning and will be well enough to be about again in a short time. None of the articles were injured.

Costin, who is a married man with two children, has been in the employ of the B. C. Electric company for about a year coming to this city from Liverpool, where he had been employed in an electrical plant. He is an experienced man at his work. Of late he had been acting in a strange manner. He frequently declared that he was being followed by the police. When off duty he would never come around the power house and of late refused to speak a word to the other two engineers.

Bradstreet Agency Here

Largely as a result of the efforts of Simon Leiser, president of the Board of Trade, the Bradstreet company has decided to place a man in Victoria permanently. Prior to the summer of 1902 the agencies had a man here but he was then withdrawn. The business has since been transacted through the Vancouver office. This decision of the company is another recognition of the growing importance of Victoria as a commercial centre.

Collided With and Killed Horse

A horse and vehicle without lights driven furiously along Douglas street about 7 o'clock last night, crashed into and killed a valuable horse driven by Mrs. C. Chislett, of Mount Talmie avenue, near the brickyard. Mrs. Chislett's vehicle was proceeding with the regulation lights and was on the proper side of the road. The shaft of the horse breaker's buggy penetrated the horse's chest. The unknown did not stop to enquire the damage but passed on leaving Mrs. Chislett alone on the road. The horse was valued at \$400. The police have been notified.

WORKMEN MAROONED

Leebro Unable to Make a Landing at Discovery Island and Workers Remain There

The steamer Leebro, under charter to the marine department returned yesterday from Active Pass and Discovery Island, where business was brought from Active Pass. Owing to the heavy weather a landing could not be made at Discovery Island and the workmen and the engine engaged in making repairs to the boiler of the fog alarm apparatus there were left on the island. They had anticipated being brought to Victoria for the week end.

LAND IS PURCHASED FOR HINDU COLONY

Leader Teja Singh Gets Hold of Valuable Tract at North Vancouver

Vancouver, Dec. 10.—What looks very much like a checkmate has been effected by Teja Singh in the interesting game this Hindu leader has been playing against the Dominion government since the first proposal was made to remove the Hindus from British Columbia to Honduras. Teja Singh today consummated the negotiations for the organization of unemployed Hindus into an incorporated company of land owners, their chief asset being valuable property near North Vancouver, facing English Bay.

In this last move Teja Singh has not only dealt the death blow to the British Honduras scheme but has effectively removed all indigent and unemployed Hindus from the labor market, and in one respect benefited white laborers.

Teja Singh today purchased 162 acres of land in North Vancouver municipally, the purchase price being \$41,000, and he has secured an option on another parcel of property valued at \$30,000. The land will work this land as market gardeners.

Capt. Tatlow Returning

The Hon. Capt. Tatlow sails today for England on his return to Victoria. He is accompanied by his wife and is accompanied by R. M. Palmer and Moses B. Cotsworth. Mr. Cotsworth is the English attorney who has been working on the calculation for the Civil Service Pensions bill. He would have been here before had he not been detained in England doing similar work for the Imperial Chamber of Commerce in connection with the Old Age Pension bill in England.

Application Granted.

At a meeting of the Licensing commission of the Oak Bay municipality held at the schoolhouse yesterday afternoon applications for renewals were received from the proprietors of the Oak Bay and the Willow's hotels. Both were granted.

GLENFARG'S REPAIRS COST MANY THOUSANDS

Estimated That Nearly Thirty Thousand Dollars Will Be Expended

(From Sunday's Daily)

The repairs to the steamer Glenfarg necessary as a result of her grounding off Prospect Point in the Narrows at Vancouver during the fog a week ago today, will cost between \$25,000 and \$30,000. The steamer was on the reef for a very short time, bumping over the obstruction soon after she sheered on to it. Examination by Mr. T. G. Mitchell, Lloyd's surveyor, at the Esquimalt drydock, has shown that the steamer was seriously damaged. The specifications of the repairs necessary to the steamer were issued yesterday, and it is shown that 12 plates will have to be renewed, 40 plates will be removed and replaced, and some others failed in place. No less than 75 frames and floors are to be removed or replaced, mostly in place. The contract will be awarded on Monday, subject to the approval of the underwriters at Lloyd's. The Glenfarg is insured and is classed at Lloyd's. She is under time charter to the C. P. R. for the trans-Pacific trade and the question of repairs will be settled at London. It will be determined there whether permanent repairs will be effected at Esquimalt, or whether temporary repairs will be made to allow of her completing her time charter before making the necessary permanent repairs.

The steamer Tweeddale which is due from Magdalena Bay, was to have entered the drydock at Esquimalt had the Glenfarg not been on the blocks. The Tweeddale arrived at the Mexican port on November 6 with coal for the United States government and was ordered north to Esquimalt to enter the drydock to be cleaned and painted preparatory to entering service on a time charter for the Waterhouse-Weir steamship line from the coast to Australia. The Tweeddale will be sent on to Comox on arrival to load bunker coal and then proceed to Seattle to load outward.

ALEXANDER KNOWLES IS STILL MISSING

Police Inquiries Fail to Ascertain Fate of Missing Dominion Hotel Guest

After a two week's search during which every possible means to locate him have been made by the police, not a trace of the missing Alexander Knowles, of Wapella, Sask., who left the Dominion hotel here on November 2, to go to Vancouver for a day on business, has as yet been discovered. Detective Sergeant Thomas Palmer returned to the city last night after spending three days in Vancouver endeavoring to secure some leads relative to the movements there of the missing man. Beyond ascertaining that Knowles left on November 2, he drove from the Hotel Metropole, in the hotel bus, to the wharf with the expressed intention of boarding the Princess Beatrice and returning to Victoria, not a hint of his subsequent movements have been ascertained. The missing man, who had met Knowles in the east, was acquainted with him and distinctly remembers taking him to the wharf and recalls Knowles getting on and starting thither, but that was the last seen of him. At least it is the last that anyone with whom Detective Palmer could get in touch, has seen of the man.

When Knowles left the Dominion hotel here on the evening of November 2, he was accompanied by a friend and also to the hotel people that he was going to Vancouver on business. He arrived in Vancouver on the morning of the 3rd and stayed at the Hotel Metropole where he had breakfast and spent the greater part of the morning about the hotel. Shortly before noon he left the hotel and was seen by Detective Palmer. What his business here had to do with him long. Every place in Vancouver was searched, but no trace of him was obtained. It was possibly he had been visited by Detective Palmer but though Knowles was comparatively well known to the police, he had not been seen by them. Evidently he did not board the Beatrice to return for investigation among the boat hands showed that none of them remembered him and the fact that when going over to Vancouver he left his coat in the smokeroom on board and no inquiry had been made of the garment would indicate that Knowles did not return the next day. Had he done so it is natural to suppose that he would have inquired of the purser or some other officer for his coat, but no claim for it was put in and several days have passed since the coat was turned over to the company's office here to await an owner.

The local police authorities have now given up as much as they think is possible to locate the missing man, without going to the extent of offering a reward. The police are now looking for the missing man, who is at present in the city, decide to offer a reward, circulars giving a description of Alexander Knowles, and the offer will be sent broadcast in a hope of securing some information tending to determine his fate.

BOUGHT THE TUSSLER

Capt. Gardner, of Victoria, Purchased Port Townsend Tugboat for Local Harbor Work

Capt. W. Gardner, of this city, has purchased the steam tug Tussler from Port Townsend and is bringing the vessel to Victoria where she will be appraised and after duty has been paid will be transferred to Canadian registry and listed from this port. The tug, which will be used in harbor towage and general work, is a vessel of 13 tons gross, 12 tons net, built at Olympia, Wash., and was owned by the Northwestern Navigation company, of Port Townsend. She is 44.5 feet long, 12.5 feet beam and 4.6 feet deep.

Insurance Companies Lose.

London, Dec. 11.—It is understood here that the experience during 1908 of British fire insurance companies was not so successful as the year 1907, but usually unfavorable, as the losses are very considerable in excess of the corresponding period of 1907. A sequence of good years had been looked for to make amends for the disastrous experience of 1904.

MAKES DETERMINED EFFORT AT SUICIDE

Unknown Found Lying on Foul Bay Road With Throat Cut

(From Sunday's Daily)

Lying in the ditch on Foul Bay road, but a few feet from the sea, with his throat cut in four places and his clothing drenched with his own blood and the water in which he was lying, a man was found yesterday afternoon about 3 o'clock by a young lad named McCallum. Though still alive he was very weak from loss of blood and from exposure. It would appear that he had been lying in the ditch and wet for at least an hour after having made a most determined attempt to take his own life. He is now lying at the Royal Jubilee hospital whither he was conveyed in the police patrol wagon. It is expected that he will recover.

It was about 3 o'clock that young McCallum, who lives nearby, discovered a man lying in the ditch. The boy at first did not notice him until his attention was attracted by screams. The unknown was stretched at full length in the soaking mud, dyed a carmine hue. McCallum ran home and to Mr. Shotholm's residence, where a telephone message was sent to the police station. The police notified Dr. Hart, and the patrol wagon was hurried to the spot. By the time it arrived the unfortunate had been taken into a nearby house and after being examined by Dr. Hart was rushed to the hospital. There it was ascertained that the would-be suicide had not succeeded in severing any arteries though he had lost a great amount of blood and appeared to be suffering from exposure.

INSPECTS TYEE PLANT

Boiler Inspector Back From Up the Island

Mr. Baxter, inspector of boilers, returned today from Ladysmith and Nanaimo, where he has been at work inspecting the Tyee smelter and other steam plants. He will leave again on Tuesday to inspect machinery at Duncan, Westholm and other points, returning to his office in the Parliament buildings on the 19th. Mr. Baxter, the junior inspector, is now at Prince Rupert, inspecting the contractor's machinery brought in from Manitoba to work on the new northern railway. The Tyee smelter will "blow in" this week.

MAY ORGANIZE A PUBLICITY CAMPAIGN

White Pass Company Propose Extensively Advertising Attractions of Far North

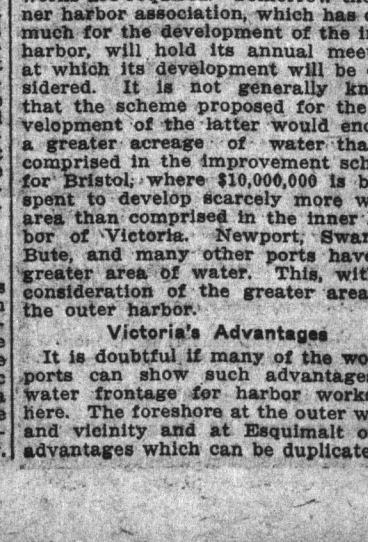
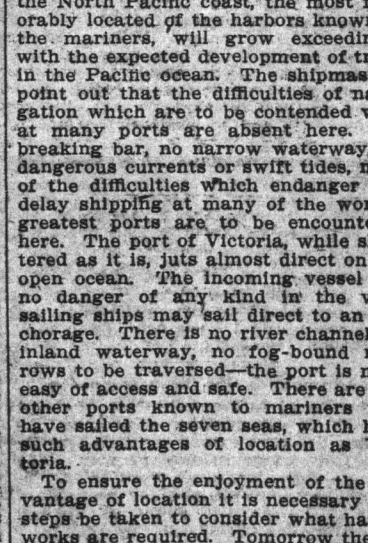
To exploit the beauty of the scenery of northern British Columbia and the Yukon for the attraction of tourists, is a proposition it is authoritatively reported, the officials of the White Pass and Yukon railway have under consideration. It is believed that it steps were taken to make known throughout the principal centres of eastern Canada, the United States and Europe, the charm of a summer trip over the line of the company in the Pacific coast, the most favorable inland lakes to Alton, or an excursion through White Horse into Dawson, that a steady stream of wealthy pleasure seekers would be directed to the North Pacific every year on their way into that vast expanse of territory which is comparatively unknown to the general public. The people hailing from the more congested centres of population.

The idea has been brought forcibly to the attention of the White Pass and Yukon directors, it is said, owing to the fact that the few strangers who are in the north, the most favorable inland lakes to Alton, or an excursion through White Horse into Dawson, that a steady stream of wealthy pleasure seekers would be directed to the North Pacific every year on their way into that vast expanse of territory which is comparatively unknown to the general public. The people hailing from the more congested centres of population.

The opinion of the majority of the masters who visit this port, viewed as they are in the conditions which prevail elsewhere, and the expectations for future trade and development, is that Victoria, the most direct and easiest of access of all the ports of the North Pacific coast, the most favorable inland lakes to Alton, or an excursion through White Horse into Dawson, that a steady stream of wealthy pleasure seekers would be directed to the North Pacific every year on their way into that vast expanse of territory which is comparatively unknown to the general public.

Calgary's Churches

Calgary, Dec. 11.—The city's churches have not for several months past been able to accommodate the large congregations which the rapid increase in population. This is due to the fact that the Catholic church finds it necessary to build a new edifice early next year. The same condition of affairs applies to practically all the denominations in Calgary.



Christmas Blouse Sale

ON Monday our entire stock of high class Blouses goes on sale at **At Sale Prices**—the first time on record when the very latest London, Paris, Vienna, and New York model Blouses have been offered at sale prices before Christmas. Bear in mind; these are the **Very Latest Creations**.

WHITE CHINA SILK BLOUSES, prettily tucked and trimmed, buttoned back, long sleeves, regular \$2.25. Special Sale Price..... **\$1.50**

BLACK MERVY SILK BLOUSES, also white china silk blouses, very smartly tucked, buttoned front or back, latest style three-quarter and long sleeves, regular \$2.75. Special Sale Price..... **\$1.75**

DAINTY ECRU LACE BLOUSES, most attractively trimmed and finished, regular \$4.50, a great bargain. Special Sale Price..... **\$2.75**

HANDSOME BLACK TAFFETA SILK BLOUSES, also mervy silk blouses, tucked and trimmed in the latest and most prepossessing styles, front or back buttoned, three-quarter or long sleeves, an extremely fine selection, regular \$5.00. Special Sale Price..... **\$3.75**

CREPE DE CHINE BLOUSES, also white and ecru lace, the very daintiest blousewear, regular \$5.00. Special Sale Price..... **\$3.75**

A VERY LARGE ASSORTMENT of the most fascinating and latest styles in cream silk, black and white check, blue, brown, black taffeta, ecru and white lace, most fashionable models, perfect in every detail, regular values range up to \$9. Special Sale Price..... **\$5.00**

MODEL ECRU AND WHITE LACE BLOUSES, beautifully built out of the finest real lace, regular up to \$9.50. Special Sale Price..... **\$6.75**

CREAM MERVY SILK and ecru and lace blouses, very exquisite productions, regular \$10.00. Special Sale Price..... **\$7.50**

ELABORATE SILK & CREAM LACE BLOUSES, magnificent creations of the highest quality, very seldom reduced in price, regular \$12.75. Special Sale Price only..... **\$9.75**

AN INVITATION

We cordially invite you and yours to visit our show-rooms and inspect the superb assortment of most suitable, attractive and useful Christmas gifts.

Angus Campbell & Co.

1010 GOVERNMENT ST., VICTORIA, B. C.

VICTORIA AS OCEAN PORT

Opportunities Compare Most Favorably With Harbors of the World.

IS MOST EASY OF ACCESS

Growth of Trade in the Pacific Will Necessitate Harbor Works

The opinion of the majority of the masters who visit this port, viewed as they are in the conditions which prevail elsewhere, and the expectations for future trade and development, is that Victoria, the most direct and easiest of access of all the ports of the North Pacific coast, the most favorable inland lakes to Alton, or an excursion through White Horse into Dawson, that a steady stream of wealthy pleasure seekers would be directed to the North Pacific every year on their way into that vast expanse of territory which is comparatively unknown to the general public.

To ensure the enjoyment of the advantages of location it is necessary that steps be taken to consider what harbor works are required. The harbor master, who has done much for the development of the inner harbor, will hold its annual meeting, and the question of harbor works will be considered. It is not generally known that the scheme proposed for the development of the latter would enclose the harbor in a wall, and the water in the harbor would be raised to a level which would allow of the passage of ships of the largest tonnage.

Victoria's Advantages

It is doubtful if many of the world's ports can show such advantages of water frontage for harbor works as Victoria. The harbors at the outer wharf and vicinity and at Esquimalt offer advantages which can be duplicated at

few other ports. At many there are disadvantages of location—Antwerp a new river channel is being made at cost of \$50,000,000, over three and a half miles long, and the cost of the new Victoria wharf at the Mainland at Seymour narrows would cost, according to the estimate made by H. P. Bell, C. E., for the federal government, and other disadvantages to be contended with. Portland, one of the great grain-shipping ports of the North Pacific coast, has a bar breaking off the entrance to a river; San Francisco has a bar, and at all the chief ports of the North Pacific there are difficulties such as are not to be met with at Victoria.

The cost of making the port of Victoria a splendidly-equipped harbor capable of accommodating the largest steamships, furnished facilities for working cargoes expeditiously and economically, would not be great, as the expense of making harbor works goes these days. To bridge Seymour narrows and build harbor works would cost an amount which appears small when the world's ports are considered. At present the harbor is a mere collection of money have been expended in the establishment of harbor works. The cost of bridging Seymour narrows is estimated at \$1,000,000, the report furnished by H. P. Bell, C. E., following a survey made by him two years ago. There is a rock in the centre of the Narrows which is capable of being used for the foundation of a pier, a pier in the biggest span. This is a large sum of money, but considered in comparison with the amounts expended at other ports, it does not seem so great. At Liverpool it cost no less than \$18,000,000 to make the great shipping port on the Mersey; London, the harbor works, docks, etc., cost no less than \$125,000,000; Hamburg and Antwerp each expended one hundred million dollars; Manchester \$100,000,000; at Newcastle-on-Tyne, where it was necessary to turn the river into a new channel, the sum of \$80,000,000 was disbursed; Glasgow spent \$40,000,000; Rotterdam, Cardiff, Bristol and Marseilles spent \$30,000,000.

Development Necessary

Those who can look into the future in the Pacific, who see the rapid development of the commerce of the many nations whose shores are washed by the great ocean, who look forward to the multiplication of the number of steamship lines and trading fleets drawn into the trade routes which will be developed as the business of the peoples of the countries jutting on the Pacific grows in volume, can see what an immense business will be developed in the years that are to come. The Panama canal is joining Atlantic and Pacific, giving the world a new ocean access to the latter and other great developments are taking place. Victoria is situated in a most advantageous position to share largely in this business and the growth it will be necessary to establish harbor works to satisfy the demands of shipping. The wharves and other requirements are ample for the business of today; but not for the business of a few years hence, and as much time is required for the completion of what harbor works are required, it is considered that the time for the consideration of what form the improvement is to take and how the requirements shall be secured is at hand.

The trans-Pacific trade alone promises great development. The direct

torate of the C. P. R. has announced that the big 14,500 ton Empress liners, the Empress of Britain and Empress of Ireland are to come to the Pacific as soon as new vessels are secured for the Liverpool-Quebec route, which is expected to be within eighteen months. Other developments are also promised for next season in the Oriental trade. A new line will then enter the field, the Osaka Shosen Kaisha of Osaka, which has made a contract with the Chicago, Milwaukee & St. Paul railroad to commence a fortnightly steamship service with six steamers next August; and the North Pacific Marine Association, which intends to build two 8,000 ton cargo steamers of the type of the Suveric and Kumerio, to add to its line, and other developments are also expected. This is the growth for next summer as already planned. The years that follow will see other developments as the trade grows, and Victoria should be ready to cope with the requirements of the growing trade.

SIX-INCH GUN IS FINALLY IN PLACE

Weapon Mounted at the Drill Hall for Instruction Purposes

The six-inch disappearing fortress gun brought from Red Hill to the building adjoining the Drill hall for instruction purposes has been mounted in place. The gun, which was carried out by a squad of artillerymen and engineers from the Work Point barracks, has just been completed. The gun has been installed at the Drill hall in a similar disappearing mountain as that in which it was built at the work from which it was taken at Red Hill. One of the three fortress works of the Esquimalt defenses, and falls similarly as it did in the fort. Unlike the position at the fortress, however, there is no hydraulic apparatus to lift the gun into place when it is down and must be pumped up by hand.

The effort to secure this gun and the twelve pounder in the Drill hall, which was taken from Black rock, where it was part of a battery used for repelling torpedo raids, brought about a crisis in the affairs of the Fifth regiment, C. A. a few months ago. For a long time the officers had been making application for guns for instruction purposes and no action was taken by the government. Finally the Lieutenant-Colonel and all the officers sent in their joint resignations and when they were submitted action was followed and now the six inch gun has been mounted and is ready for use. It is expected work on this place will be started after the holidays.

SWIFTSURE BANK BUOY WILL NOT BE REPLACED

Lightship Coming From Atlantic Coast to Be Replaced There By the U. S. Government

The Swiftsure bank buoy which was recovered off the entrance to Barkley Sound breaking adrift from the bank off the entrance to the straits may not be replaced. This is the second buoy that has broken away from there, the first one to go not being recovered. This one, which was brought to port and is on the wharf of the marine department, was stripped when derelict, only the can being left. The treble work of the superstructure with the lantern, bell and whistle, which was reported from the buoy, largest in use on this coast, was moored with 90 fathoms of chain, with links 1-1/2 inches in thickness, tested under 100 tons of weight, and it is believed that the shackle caused it to break and it drifted away with about 70 fathoms of chain, this anchoring the buoy when it dragged into shoal water off Black rock where it was found by those who went to search for it on the steamer Leebro.

The United States government is about to establish a lightship at Swiftsure bank, a vessel constructed for that purpose, one of a fleet of six lightship tenders and light ships, which were reported from the buoy a few days ago. The establishment of this lightship on Swiftsure bank will do away with the necessity and it is believed that the Canadian government's buoy will be restored.

The local agent has submitted the question to the department at Ottawa.

