

1911

ant Vessels

29. - The uth Atlantic left its imtorpedo boats leir moorings ard and tossbeach. yards are be-

nage can be

ae interrupted lives are beat the navy aled for \$20.nd with which airs. Though over the loss acting Secreure of \$15,000 many of the

ve been almost ng and power and the trackblown away Wood, chief as notified tolings at Fort maged by the

Aug. 29covering from of the hurrilaborers is n streets, and hing normal. ascertained in Charleston sons were inmage amounts Shipping has ssible at this lollars. Scores . In the low suffering and

9.-Ships comof terrific batea on Sunday

Savannah coast , however. The ent ashore on The vessel, it ted. The pasby the revenue

off the schooner tank steamer The captain, ed to leave the

Aug. 29.-The orm which has

SIR WM. WHYTE LEAVES OFFICE

Friday, September 1, 19.4

Mr. Bury

accepted it.

P. R.

EXCITEMENT AT

WINNIPEG, Aug. 28.-Great sur-

prise was expressed tonight when it

thyte had retired as vice-president

announced that Sir William

a rest after a long and honorable

the King for the special honor in

Among the directors present were

While no announcement was made

is understood that Sir William's re-

uring allowance is twelve thousand

iollars a year. As to his successor no

announcement was made by Sir Thom-

as, but it can be given as official that

G. J. Bury, general manager, will suc-

eed to the office of the vice-president.

Mr. Bury is a splendid railway man

from an operating standpoint. His

success has been rapid. From an hum-

le position on the Crow's Nest branch

and superintendent at Fort William,

he has risen in ten years to the head of

the most important section of the C.

Animal Becomes Uncontrollable in Van-

conver Competitions and Accident Is Marrowly Averted

VANCOUVER. - Aug. 30 .- Becoming

excited at the start for one of the har-

ness races at the Vancouver horse show

yesterday, Espeire, driven by Mr. Camp.

bolted and dashed round the track at

top speed. A collision with another entry appeared inevitable when a spec-

tator flaunted a blanket before the an-

imal, bringing it to a standstill.

3rd. Reginald. Time. 2:211/2.

Summary:

Time. 2:14.

THE HORSE SHOW

estowing on him a title.

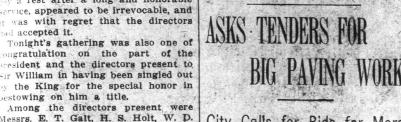
lathews and R. B. Angus.

lock, previously in charse of Kamloops, will now make his needquarters at Van-couver, and will have jurisdiction throughout all the country north of the Fraser river, and as far as Prince Ru-pert. Other Inspectorates are virtually un-changed, Inspector J. D. Gillis, as be-fore, having charge of the schools of South Vancouver and Point Grey, Burn-ay, Richmond and Deita Districts, as well as North Vancouver City. Inspec-tor A. B. Miller retains his district and headquarters at Revelstroke, and Inspector in Albert Sullivan remains at New Westminster. An additional Inspector in the person of Mr. W. H. M. May previously engaged as principal of the His Retirement Announced by Sir Thomas Shaughnessy at Winnipeg - Succeeded by previously engaged as principal of the public schools at Nelson, succeeds In-

public schools at Nelson, succeeds In-spector MacLaurin in charge of the South Kootesay District, with headquar-ters at Nelson City. Mr. J. S. Gordon, Inspector of High Schools, remains with headquarters in this city, his duties be-ing unchanged.

in charge of the Canadian Pacific's It is of exceptional interest as illusestern line. Official word of Sir trating the rapidity and substantiality Villiam's decision came tonight from of the Provincial growth that the total registered attendance in the various Sir Thomas Shaughnessy, who gave a inner at the Manitoba club in his schools throughout the Province at the Sir Thomas said that when the close of the last term stood at about ice limit of service was reached last 44,000, the more recent increase in pub-Sir William desired to give up lic school population being nowhere etive work but at his (Sir Thomas's) more marked than in Victoria City, rarnest request he had finally been prevailed on to continue in the comwhere the increase in school attendance during the last twelvemonth alone very pany's service. However, this time considerably exceeded the total increases in William's decision to retire and en

of the preceding nine years all told,



City Calls for Bids for More Streets than were at First Contemplated in Programme of Improvements

The paving contract for which bids will be received at tomorrow night's meeting of the city council, will be considerably larger than was at first contemplated. It is expected that about 75,000 yards of pavement would be called far, but the amount, as shown on the list of streets' prepared by the city engineer, will be nearly twice that amount. Approximately 150,000 yards of pavement will be tendered upon. The streets to be included in the contract are as follows: Selkirk avenue, Burleith Park; Bur-leith Lodge, Craigflower road to Sel-

kirk avenue; Burleith, Craigflower road to Selkirk avenue; Burleith Place; Joan Crescent, Craigdarroch road to Rockland avenue; Minto street, from Moss street to Richardson street; Clifford street, from Woodland road east: Chandler avenue, from St. Charles street to Foul Bay road; lane west and to rear of Board of Trade building; Olympia ave-nuc, from Battery street to Dallas road; Joseph street from Bushby street to May street; Taunton road, from

Clarke street to eastern terminus; Brooks street, from Walton street east; with the Blackwater-Fort George road, First race-Trotting stake, \$2,500: now affording uninterrupted progress to Durban street, from Woodlands to 1st, Sis Meridan; 2nd, Dan McKinney; the new capital of Northern Cariboo. Richardson street; Dallas avenue, from From Fort George the adventurous au-Second race-pace stake; \$5,000: 1st. Dallas road to Battery street; Gorge tomobile will follow, the Stoney Creek road, from Douglas street to Manches-Blanche; 2nd, Olga S.; 3rd, Road Bird. road to its present terminus forty-five ter road; Luxton avenue, from Boyd miles out of Fort George, at which Third race-3-year-olds trot stake, street easterly; 'Crescent road, from point the real adventures and very con-Mills street to Foul Bay road; Richsiderable obstacles of the journey mond avenue, from Fort street to Oak gin. Bay avenue; Beach road, from Robert-This by reason of the fact that there son street easterly; Point street, from exists a gap of from one hundred and Moss street easterly; Clover street ten to one hundred and twenty miles from Moss street easterly; Fairfield between the northern terminal of the road, from Vancouver to Cook street; Beacon street, from Park street to St. Stoney Creek road and the southern end of the existing thoroughfare from Andrew's street; Beachwood avenue; Hazelton to the South Bulkley Valley, Mills road; Lillian road; Woodland road, from Moss street to Fairfield at present approximately one hundred and twenty-five miles in length and reroad; Walton street, from Richardson to putedly in very passable condition, with Fairfield road; Carnsew street, from an automobile stage in regular service Moss street to Richardson street: upon it for a greater portion of the dis-Clover street, entire length; Howe tance. stret, from May street to Oxford As the final section of the run for street; St. Charles street, from Fairhonors has never before been traveled field road south; Hollywood Crescent; by an automobile, or even by horse ve-Wildwood avenue; Robertson street; hicle throughout its entire length, this Ross street; Irving road; Finlayson interesting undertaking must result in avenue, Quadra street to Cook street; important pioneering work for the little Craigdarroch road: Joseph street from 'Flanders" that is to essay the trip. Bushby street to May street; Manor In fact only a few days ago the enthuter of a mile in front of the Yankee road, Alexandra road to Joan Cressiastic competitors were strongly adchallenger. The Canadian boat thus succent; Olympia avenue, from Battery vised by officers of the British Columstreet to Dallas road; Pembroke street,. bia department of public works that from Chambers street to Pandora street; it would be impossible to get to Haz-Richmond avenue, from Lillian road to elton by overland route exclusively at Fairfield road; Rock Bay avenue, from the present time. Such adverse infor Gorge road to Orchard street; Taunton mation as to road conditions seems but avenue, from Clarke street easterly; to have increased the determination Esquimalt road, Point Ellice bridge to of Manager Sands not only to send his Bridge street: Camosun street, from car north at once, but to push it Yates street to Pandora avenue. through and win the coveted trophy The above paving work, figured on and all the distinctive honor attaching hasis of about \$2 per square yard, will to the completion of the great performcost over \$300,000. It is expected that ance. when bids are opened tomorrow even-The Goal. ing there will be keen competition Hazelton is a town long since estabfor the work. lished in the most northerly confines SWINDLER IN TOILS of British Columbia, within about eighty miles of the Alaskan boundary-a town DENVER, COLO, August 30 .-- J. F. to which new life and large aspirations Worthan, alias Joe A. Mathews, who have recently been given through the was arrested in Tacoma on a charge of construction toward it of the Grand swindling a Seattle bank out of \$17,750. Trunk Pacific railroad. It is expected turns out to be Thomas J. Murray, alias that the government of this province Mowrey, who escaped from the Colorado will have extended the great Pacific penitentiary on July 25. Murray swin-Highway to this town within the endled Denver banks out of \$15,000 by suing two years and very generally by clever real estate schemes, and was arthe route that the ambitous "Flanders rested at the union depot on May 10, 20" is to follow. There is no question 1910, with \$14,933 on his person. He but that the patfinding work to be done was sentenced to five years in the state by the "Flanders" car in the present prison, but while working with a quarry trial for honors will very considerably gang escaped. assist the development of the pro-On August 25th Murray swindled Segramme of the provincial works depart. attle banks out of \$17,750 in one day ment, and stimulate the advance of the by the same clever tactics he had emheavy traffic that is now certain to traployed in Denver, but the bank teller verse this route during the next few noticed the resemblance the man bore years. to the picture of Murray appearing in The car that Manager Sands is using the Detective Bulletin, and called up the in the attempt to capture the farthest detective agency with the result that north record for American automobil-Murray was arrested in Tacoma, where ists will be a standard touring car, in he went from Seattle and registered which at least three people will make at a cheap hotel, with most of the monthe trip. Some who are unfamiliar ey on his person. what this car has been accomplishwith Murray will be brought back to Coling of late very gravely question that orado to serve the remainder of the term and then will be taken to Seattle any 20 H. P. machine can do the strenwork which this ploneering jour uous to answer the charge of swindling there. ney will necessitate. It is, indeed, in LONDON, Aug. 29 .- Sir Robert. Willseveral respects probably the most diffiiam Perks, M.P., Sir Archibald William-son, M.P. and Dudley Ward, M.P., who cult undertaking in new country that any automobile has as yet essayed. This year's "Flanders" has been accomwill be assigned an additional insailed on the Adriatic on Saturday, or as his assistant during the enwill pay a visit to Canada before replishing some remarkable stunts, how ing few months. Inspector J. C. Pol- | turning. ever, and there is little doubt in the whichever of the two registers with Pa-

FIRST TO HAZELTON CONTEST COMMENCES

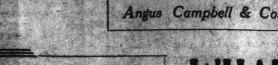
Automobile Leaves Seattle to Attempt Journey to Far Northern Point-Trophy for Successful Competitor

A first attempt to capture the muchcoveted Challoner & Mitchell trophy and incidentally to map some seven hundred miles of the great Pacific Highway to the north through British Columbia, has just been undertaken by a "Flanders 20" motor car sent out yesterday by the E. M. F. Northwest company from Seattle under the direction of Manager P. E. Sands, who keenly desires to capture for his car and company the honors which accompany the winning of the "First to Hazelton" trophy that is being offered under the auspices of the Pacific Highway asso-ciation. The winning of this trophy must prove an exceptionally severe test of the car achieving the coveted distinction, as for upwards of one hundred miles at least, the route traverses practically wilderness country in which no continuous thoroughfare at present exists, and where way must be found by the ploneering car by means of detached stretches of short roads, railway construction roads and virgin trails, this section being that intervening between the terminus of the Stoney Creek road from Fort George and the southern terminal of the Hazelton-Bulkley Valley

trunk road. Should the ambitous pilot sent out by the Studebaker company in charge of the "Flanders 20" succeed in reaching Hazelton, it is expected that the journey will be made in from ten days to a fortnight, the record then having been accomplished of completing the farthest north motor run ever made in America. The victor will also btain title in and ownership of the hand, some solid gold trophy offered by Challoner & Mitchell, in the form of an automobile wheel bearing the inscription. "First to Hazelton via the Pacific Highway" there being ample room on the miniature brake band for the engraving thereon of the winner's name and a condensed record of his great accomplishment. At present the farthest north record for an automobile stands to the credit of a car which. early in the season, ploughed its way through the wilderness to a point in Saskatchewan in the same latitude as

Boute to Be Followed.

The route of the pathfinding "Flan ders 20" will be by way of Snoqualmie Pass, Ellenburg and Wenatchee, north to the international boundary line at Midway; thence to Princeton in the Okanagan, from Princeton to Spences Bridge, and on to Ashcroft; from Ashto Quesnel, where the upper eroft Fraser is crossed by ferry to connect



THE VICTORIA COLONIST

Angus Campbell & Co., Ltd., 1008-1010 Government Street

WHAT 90c and 10c WILL BUY **TOMORROW** and **SATURDAY**

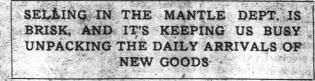
The following are not just "special" prices, instead they are "clearing" prices on a few odds and ends that are to be cleared out by closing time on Saturday.

REGULAR 25¢ VALUES FOR 10¢

Lawn Jabots trimmed with Lace Insertion and lace edging 10¢ Lace Fronts, with collars trimmed with lace insertion 10¢ Sailor Collars, trimmed with lace embroidery Silk Four-in-hand Ties, in black with silk embroidery of helio and purple ... 10¢

REGULAR 50¢ AND 75¢ VALUES FOR 10¢

Odd Lot of Muslin and Silk Bows: also Ties and Collars. Reg. up to 50c each for 10¢ Belts, in Silk, leather and Tinsels, all shades. Reg. up to 75c each, for 10e The state the state of a solar and a state



Handsome Scarfs Cheap

VALUES UP TO \$3.75 FOR 90¢

Handsome Parquinette Scarfs of black satin with coloured linings in green, white, apricot, pink and royal blue. Reg. up to \$3.75 for 90¢

REGULAR UP TO \$2.50 FOR 90¢

Comprising a line of Chiffon Scarfs in pinks, greens, helios, navies and browns. Reg. up to A number of Shot Net Ruchings in blues, greens, browns, and black and white. Reg. up to These Constants with the states and

REGULAR \$1.50 FOR 90¢

The New Crepe de Chene Girdles, in many fancy effects. Reg. \$1.50 each, for , 90¢

The new arrivals of Evening Dresses and Gowns are disclosing some of the loveliest creations ever received in this Western country. Prices, too, are so reasonable, that we shall undoubtedly enjoy a tremendous business in this section.

We Court Comparison

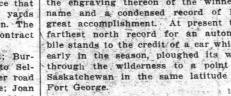
minds of those familiar with its work cific Highway association for that pur that if any machine can get through pose at start of tour.



Chlorodyne

THEORIGINAL and ONLY GENUINE)

100



was reflected e casualties rert. The schoon Tampa to Balti-Cape Fear bar and leaking nd Valentine is dhead island, in

STORM

harleston, S. C., cane-Much naged

Aug. 29.-Via the result of a ck this city and reached hur Charleston was 24 hours. n to have been he property los-11 reach \$1,000,-

erious at about fternoon. The a from 48 miles to 94 miles at vind gauge was Later the wind east and east to

hing over eight rt of the record amage was done sections of the is were rescued

engineer on the the Southern while sitting in e, when flying igh the window

mbia and Motocal street rail-led, and L. D. phen's and E. B. njured, when a Mount Pleasant vo unidentified then their home negroes are reorm victims. ured for the rice, adustries, by the

rates. Aug. 30 .--- A re from Kerch in pirates had land ortress. The entry is of their assail. fire, wounding were captured. ompany.

8 .--- The Venezuesued a decree for custom house at with the conith the Canadian

at Frankins

Kinney. Time. 2:52. Fourth race-One mile stake, \$200: st, Halworth; 2nd, Denis; 3rd, L. A.

Camargue. Time, 1:45. TORONTO YACHT WINS CUP CONTEST

TORONTO, Aug. 30 .- Vivia II., the Royal Canadian Yacht club defender. which was beaten on Monday in light airs and victorious vesterday in a stiff breeze and smooth sea, came right back today and in a 15-mile breeze and a big rolling sea from the eastward beat the challengers, the Kathleen of Kingston and the Watertown, the Crescent Yatcht club entry, handsomely, Vivia II. won by nearly a mile, Kathleen of Kingston was second a quar-

essfully defends the cup. **GROWTH IN SCHOOL** POPULATION OF B.C.

Education Department Assigns Inspectorates-Increase in Attendance is Especially Marked in Victoria

All public schools throughout British Columbia reopened yesterday for the Christmas term, which it is anticipated vill see an attendance very largely in excess of any in the previous history of British Columbia, this condition emphatically attesting the rapidity of Provincial population growth, which is further indicated in the demands for new schools or extensive enlargements which have been pouring in during the past few months from all parts of British Columbia. The opening of the new term further marked by the coming into effect of new arrangements with respect

to the various inspectorates necessitatby the country's growth. In this readjustment of Education Department affairs, Inspector Geo. H. Dean will hereafter have control in Victoria ity, the Saanich Peninsula, and the ural schools of southern Vancouver Island as far as Otter point. Inspector L. MacLaurin, formerly stationed at on, has been transferred to Victoria also, and will have particular jurisdic over the public schools of the remainder of Vancouver Island and the ontiguous, islands of the Gulf of Geor-Inspector Thomas Leith is given of the schools of Vancouver City.

(5) Any car and any person shall be inder present road and lack-of-road eligible to compete. conditions. the "Flanders" will be the car to turn the trick and reach the gol-

(6) Route must be a continuous one from the point of starting to Hazelton, den goal. A professional photographer accom-panies the "Flanders" car and it is exwith the ferry exceptions outlined under Clause2, and, excepting at ferries, must pected that numerous views illustrative be made entirely under the car's own of highway conditions will shortly be

reproduced throughout America, show-(7) A careful log of the route trav ing both good roads and bad, that will eled must be kept, and a series of at be distinctly unique and noteworthy in least six dozen kodak or other photos The to be taken along the route. A copy photographe secured on the trip will of the log, and two prints of each photo be at once included in the permanent to be turned over to Pacific Highway Pacific Highway exhibit that is being association at end of tour; same to be shown in carious parts of the country in every way the property of the Paand later on will be transferred to lan cific Highway association thereafter. ern slides for the illustration of good (8) Competitors for this medal to roads lectures to be delivered by repstart whenever they please and make their own time.

(9) The contest to be in no sense either a speed or reliability trial. (10) All other conditions of this at empt to reach Hazelton to be under direction of, and at the discretion of, Mr. Frank M. Fretwell, secretary, of

of work which the company has already done was a surprise to him. the Pacific Highway association. -326 The city's creosoting plant was also Northern Bank Building, Seattle, Wash. an object of interest to the visitor, as it is the intention of Vancouver to install SECURES POINTERS such a plant for the proper treatment of wood blocks for paving purposes. Immigration Change Dr. G. L. Milne, local immigration FROM CITY'S WORKS

agent, is to take charge of the Chinese immigration of this port after next month. The business is now handled by the collector of customs. Vancouver's City Engineer In-

DIARRHOEA and is the only

roads, reap many benefits. The amount

Specific in CHOLERA

and DYSENTERY.

15.00 1.50 1.60 1.80 1.70

1.70 1.75 2.10 20.00 1.40 1.90 2.10 25.00

.51

.20

1.80 1.80 1.80 1.80 1.80 1.80 1.75 1.75 1.40 1.80 1.80 1.80

1.75 1.90 @ 2.00

Convincing Medical Tes

THE CITY MARKETS spects Local Pavements RETAIL and Creosoting Plant-Is Foodstuffs Straw, per ton Brap, per 100 lbs. Shorts, per 100 lbs. Middilings, per 100 lbs. Ooas, per 100 lbs. Freed Wheat, per 100 lbs. Crushed Oats, per 100 lbs. Barley, per 100 lbs. Cracked Corn, per 100 lbs. Freed Cornmeal, per 100 lbs. Hay, per ton Pleased with Work Done That Victoria has under way a paving programme which is far in advance of her larger sister across the Straits and

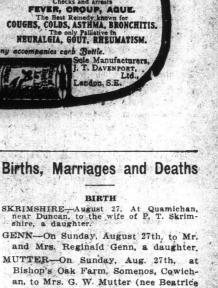
Hay, per ton Chop Feed, per 100 lbs. Whole Corn, per 100 lbs. Crushed Barley, per 100 lbs. Alfalfa Hay, per ton that this city has undertaken a work which many larger cities might well envy is the opinion of Mr. F. L. Fellows. Eggs-Tresh Island, per dozen ... the recently appointed city engineer of Vancouver. Mr. Fellows was a visitor Eastern, per doz. Fresh Island, per doz. Eastern, per dozen in the city on Saturday and Monday and

while here made, under the direction of Cheese-City Engineer Angus Smith, a thorough examination of Victoria's public works. Paving work as now being carried on by the Canadian Mineral Rubber Company received the most attention from Mr.

Fellows who will shortly be confronted with similar work in the Terminal City. Fibure. Floure. Royal Household, bug Lake of the Woods, bug Wild Rose, per sack Wild Rose, per sack Hobin Houd, per sack Calgary, per bag Maffet's Beat, pur The visitor visited the company's asphalt mixing plant and took several photographs of the plant and pavements. work will be initiated in Vancouver at an early date.

Mr. Fellows, who has had considerable experience with asphalt pavements, expressed the opinion that the work now undertaken by the Canadian Mineral Rubber Company will prove eminently satisfactory and that Victoria will,

per 1b. consequence of her campaign for good



Doering) a son.

MABRIED

CAIN-SPRINGER-On August 24, 1911. by the Rev. Dr. Campbell at his resilence, corner Linden and Fort streets, George Cain, of Victoria, B. C., to Ester Florence Springer, of Seattle, Wash.

DIED.

BORDE-At 635 John street, Antoinette Borde, a native of Lyons, France. Aged \$9 years and 2 months

Pineapples, per 1b.	÷ .08
Plums oer box	.50
Plums, per box Local Plums, per basket	.40
Peaches, per basket	.25@.40
Pears, per dozen	.25
Grapes, per 1b	.10
Canteloupes, each	.10 .15 .20
Vegetables.	
Tomatoes, per lb	.20
Parsley, per bunch	.05
Cucumbers, each	05, .10@.15
Potatoes, new, 12lb.	.25
New Peas, 1b	
Cabbage, new, per 1b	.05
Garlic, per 15	.35
Onions, fibs,	.25
Bcets, Del ID	.04
Carrots, per 1b	.04
New Carrots. 3 hunches	.10
String Beans, local, 2 lbs	.25
Vegetable Marrow, per 1b	.05
Cauliflower each	
Corn, per dozen	.35@.40
Celery, per stalk	.10@.15
Radishes 3 bunches	.10
English Broad Beans, 3 lb	-25
Green Peppers, per lb	.20
Green Onions, 8 bunches	.10
Watercress, per bunch	.05

esentatives of the Pacific Highway asociation at various points on the Paific coast. Settlements and Towns Visited According to the arrangements for he guidance of competitors in the contest for the Challoner-Mitchell "First to Hazelton" trophy, under the auspices of the Pacific Highway association, the route to be followed is substantially defined thus: From any Pacific coast point to Seattle, Seattle to Renton. Renton to North Bend North Bend to Snoqualmie Pass, Snoqualmie Pass to

nnection with automobile travel.

TOWSLAL

Easton, Easton to Ellensburg, Ellens burg to Wenatchee, Wenatchee to Or ndo, Orondo to Waterville, Waterville to Taler, Taler to Bridgeport, Bridge port to Brewster, Brewster to Malott Mallott to Alma, Alma to Omak, Omak

den goal.

to Riverside, Riverside to Tonasket, Tonasket to Newman, Newman to Oroville international boundary), Oroville to Kruger, Kruger to Fairview, Fairview to Keremeos, Keremeos to Hedley, Hed ley to Princeton, Princeton to Tulameen, Tulameen to Aspen Grove, Aspen Grove to Coutlee. Coutlee to Lower Nicola Lower Nicola to Savona, Savona to Ash croft, Ashcroft to Carquille, Carquille to Mundorff, Mundorff to Clinton, Clinton to Lac la Hache, Lac la Hache te 150 Mile House, 150 Mile House to Soda Creek, Soda Creek to Alexandria, Alexandria to Quesnel, Quesnel to Fort George, and thence via the Nechaco and Bulkley Valleys, Aldermere and Morricetown, to Hazelton. The contest rules in their entirety run as follows: Terms of Contest

(3) Travelling on railway cars, or on ailway right-of-way not permitted, ex-

cepting at those direct crossings where

(4) Medal may be awarded to either

driver or owner of car; according to

oute crosses railway rights-of-way.

(1) Journey to start at entrant's op on from any one of the following cities: Bellingham, Blaine, Seattle, Tacoma, Vancouver, B.C., Victoria, B.C. (2) No ferry to be permitted of more han one mile in distance, except that with competitors starting from Victoria, the ferry journey between Vancouver Island and the mainland will be permitted.