BUSINESS BEFORE BOARD OF TRADE

INSURANCE COMMITTEE PRESENTS A REPORT

Gratifying Review of Work By the President, Simon Leiser.

The monthly general meeting of the Board of Trade held Friday afternoon proved a nexceptionally interesting one. Besides dealing with the reports of the theatre and harbor committees, which are given in another column, a number of other matters of importance were before the board.

President Leiser occupied the chair, and in reviewing what had been done since the last meeting, said that through the efforts of the board the postoffice would remain open to boxholders on Sunday. It had been the intention of the department to close postoffices on Sundays, but in view of the protests lodged by the Victoria, Vancouver and Nanaimo Boards of Trade the order had been amended. It was gratifying also to be able to announce that the effort to have mails carried on the E. & N. railway on each day when two trains were operated had resulted successfully. A committee of the board had had an interview with Premier McBride relative to matters affecting the interests of Victoria and Vancouver Island in connection with the contract with the Canadian Northern railway, and the Premier's reply had been most satisfactory; a conference with Messrs. Mackenzie & Mann along similar lines had also proved satisfactory, and there was every assurance that the interests of Victoria and the Island would be well looked after.

The report of the insurance committee, which was adopted, was as follows:

"Your committeee, understanding that the reference to them of the proposed insurance act for a report, was not intended to cover life insurance, this portion of the bill is not dealt with in the following report:

"In regard to those clauses in the bill restricting the right of the insured to cover risks outside of Canada or by indemnity agreements, your committee is of opinion that it is not in the general interests that this right should be restricted or penalized.

"Your committee considers that it is only fair and reasonable that all companies or associations domiciled or represented in Canada should be placed on equal terms.

"Signed: J. J. Shallcross (chairman), G. Carter, R. S. Day, J. Forman, M. B. Jackson, E. G. Prior."

Mr. Shallcross, the chairman of the committee, thought it was a matter for satisfaction that all the members of the committee—who had been representative of all interests—had agreed on the recommendation made in the report. He believed those recommendations would be conceded to be fair and equitable, as they placed all companies doing business in Canada on an equal footing.

D. R. Ker thought the report was a good one, meeting the situation excellently. He had always contended that insurance should be so regulated as to bring it within the means of everybody. A copy of the report will be forwarded to the Ottawa government and the British Columbia members of parliament.

The following new members were elected: J. H. Gillespie, J. Hart, D. Leeming, J. Leeming, J. O. Cameron, J. H. Moore, E. J. Palmer, J. H. McGregor, G. A. McNicholl, Capt. G. H. Nicholson, L. P. Locke, W. J. Vanderbrough, D. Hankin, Stewart Williams and G. A. Keefer.

PLEADS FOR PRISONERS.

Judge Who Sentenced Men to Life Imprisonment Now Believes They Are Innocent.

Chicago, Jan. 15.—That Thomas McNally and Charles Kurth, who have served sixteen years of life terms in the Joliet penitentiary, are innocent of the crime for which they were imprisoned, is the belief of Judge H. V. Freeman, the man yho pronounced their sentences.

McNally and Kurth were sentenced following their conviction for the murder of James Prunty and his son Peter, in 1893. Edward Warren, also found guilty and sentenced to life imprisonment, died in prison.

In a letter to Governor Deneen Judge Freeman asked that the pardon board be prevailed upon to give the prisoners their liberty. He declared his belief that the men are innocent. He did not tell what had caused him to change his mind.

V. V. & E. CONSTRUCTION.

Contract Awarded For Section From Princeton West to Otter Flat.

St. Paul, Jan. 15.—Construction of the extension of the V. V. & E. railway from Princeton west to Otter Flat, a distance of eighteen miles, will be rushed simultaneously with the building of the line west of the Hope mountains between Abbottsford and Hope, on the Fraser river.

At the head offices of the Great Northern yesterday it was announced that both contracts have been awarded to J. W. Stewart & Co., whose personnel is the same as Messrs. Foley, Welch & Stewart, the Grand Trunk Pacific railway contractors. For convenience the contractors have different firm names, work done in the United States being carried out in the name of P. Welch & Co. P. Welch, who has been here in connection with the V. V. & E. work, left for Spokane last night. The grading outfits of the company are now at Princeton, and an immediate start on construction work will be made. The section west of the Hope mountains will also be the scene of activity as soon as the contractors' outfits can be shipped to Abbottsford and Hope.

GETS A MONTH FOR BEATING HIS WIFE

John Hind Takes Affecting Leave of His Wife and Daughter.

Appearing for the third time before Magistrate Jay, charged with assaulting his wife, John Hind, a resident of Esquimalt on Saturday went to spend a month in jail, and was told by the magistrate that the criminal code now provides that for wife assault the magistrate can in addition to imprisonment order a whipping.

John Hind was the first time allowed to go with a caution, and the second time released on suspended sentence. This morning when he received the sentence of one month and was being led away by the police constable, he turned to his wife and daughter in court and said, "Good-bye, good-bye." Hind then crossed the court room and kissed his daughter four times and his wife twice. He is the father of a large family, but only his wife and daughter were present in court.

Annie Hind, wife of the accused, said he had beaten her on New Year's day and her face showed several bruises where he had struck her. She said when drunk her husband was crazy and did not know what he was doing.

The accused said he suffered excruciating agony from neuralgia, and took rum to alleviate the agonizing pain. He regretted the occurrence which brought him before the magistrate, but blamed the rum for the misfortune, and promised he would not touch another drop during his whole life.

William Eden was sentenced to one month in jail for stealing lead valued at 75 cents from Andrew Sherrett. The lead was on the sidewalk, outside a building. Accused said he was hungry, but he had been before the court previously with the same excuse on a similar charge.

ENCASED IN ICE.

Portland, Ore., Jan. 14.—When Charles Malluer, 56 years old, living on the Linton road, went to feed his chickens early yesterday, he slipped on the ice around a hydrant and was later found dead with the water pouring into his face. Apparently he fell with his head under the hydrant, was unable to get up, and soon succumbed. He had been suffering from a weak heart. The man's body was practically encased in a huge cake of ice.

FISHING STATION FOR MASSET INLET

Buildings to Cost $14,000 Will Be Erected for Oil and Fertilizer Plant.

L. Finch, manager of the Fishing Company of British Columbia, announces that steps will be taken immediately to erect an oil and fertilizer plant on the site recently secured by his firm at Massett Inlet. Still more recent purchase was made, when the company secured 32 additional lots on which to build dwellings for its employees. In all, the buildings to be put up will cost in the neighborhood of $14,000.

Work will be commenced within the next few weeks so that the firm will be fully prepared for operations in the spring or early summer.

The promised mail service between Massett and Prince Rupert now has been inaugurated, and the G. T. P. is under contract with the Dominion government to provide two services monthly during the five winter months, and four trips a month during the balance of the year. The Henriette has been charatred for the run, but it is understood a faster boat will be put on the schedule before the summer opens.

BRITISH ASSOCIATION.

Government of Australia Asked for $50,000 Towards Paying Fares of Members.

Word was brought from Australia Friday by the steamer Moana that the government of Australia was being asked to guarantee a sum of $50,000 towards the expenses of a visit of the British Association should that society accept an invitation to hold a meeting in that country in 1913 or 1914. The sum asked for was to pay the fares of one hundred eminent persons in the scientific world. They would depend upon the state government and lord mayors of the cities.

REPORT ON HARBOR PLAN

BOARD OF TRADE'S RECOMMENDATIONS

Delegation to Be Named to Proceed to Ottawa.

At Friday's regular monthly meeting of the Board of Trade the very gratifying announcement, already given in the Times, that all difficulties in the way of the erection of the G.T.P. wharves in this city had been removed, was made in a special report of the harbor committee. The report, besides dealing with the matter of the construction of the wharves, made certain recommendations for the improvement of the inner harbor, which will be pressed upon the government at Ottawa by a delegation from the board, which will be named at a meeting of the council of the board to be called within a day or two. The report was as follows:

"Gentlemen—Your special committee begs to report upon the application of the Grand Trunk Pacific Railway for foreshore rights in Victoria harbor, required for wharves.

"Your committee has held several meetings at which representatives of the Grand Trunk Pacific Railway and the Canadian Pacific Railway attended for the purpose of acquainting us with their respective views, and Mr. G. A. Keefer, the Dominion government engineer, having received instructions from Ottawa to report upon the situation and having consulted with us, we are glad to report that the gentleman has been able to submit a plan of wharf accommodation for the Grand Trunk Pacific Railway which is satisfactory to that company and meets with no serious opposition from any other wharf owners, and we understand can be made to accommodate the new steamers of the Grand Trunk Pacific Railway without necessitating a vessel laying alongside, projecting beyond the end of the wharf. Your committee has gone very thoroughly into all the representations made to it and have no hesitation in heartily commending Mr. Keefer's proposals for your support.

"In the opinion of your committee all known objections have been sufficiently met so far as the present application is concerned, but having in view the immediate requirements of other transportation companies seeking business at this port, your committee submits that the time has arrived when the policy of extending Victoria harbor improvements over an indefinite number of years must be changed. Members of the board will remember that the Hon. Mr. Pugsley when in this room, a few months ago, promised that the work shbuld be accelerated to keep pace with the demands at this port, and your committee now presents a plan showing an area marked in blue which should be immediately dredged and the rock removed. If the portion of the harbor indicated by your committee were navigable water the amount of available wharf space would be materially extended and this committee desires to call your attention most urgently to the fact that there is a great demand for wharf space at the present time that cannot be met until the improvements recommended by this committee have been completed.

"The foregoing work does not conflict with the plan of harbor improvements initiated by the Inner Harbor Association, but is part of the same, and the map attached hereto is the one prepared by Mr. Sorby for them with the exception that we have marked in blue the area which we think should receive first and immediate attention.

"We therefore recommend that this board should urge upon the Dominion government in the strongest manner possible to expedite the improvements to Victoria harbor, especially where shown in the accompanying plan."

In moving the adoption of the report Mr. Pauline said the report, he thought, would offer the best solution of the question. A compromise had been reached. Mr. Keefer had assisted the committee very materially. There would be no impediment in the way of other transportation companies seeking the harbor of Victoria. He felt sure there would be no serious opposition when it reached Ottawa.

Mr. Lugrin explained how the proposed improvements to the harbor would assist navigation in the harbor. The width of the navigable channel opposite Yates street would be increased to 660 feet; opposite the Hudson's Bay wharf to 880 feet, and opposite the government wharf to 1,100 feet. The navigable area would be nearly doubled and the land reclaimed would be considerable. The committee had not approved the original plan of the G.T.P., but had secured an alteration of the same. The local representatives of the C.P.R. did not object, though they would not waive any rights. Mr. Keefer had rendered the committee splendid service.

President Leiser most heartily agreed with this remark about Mr. Keefer, who in reply to this said the committee had assisted him very much.

Mr. Thomson, of the Hudson's Bay Company, said he was in the same position as the C.P.R. He did not object, but would waive no rights. He took it that the Hudson's Bay Company would be entitled to build to the new dock line.

In regard to the latter point, Mr. Keefer assured him that this was what was intended.

Mr. Shallcross said if the inner harbor was to be the centre of the passenger traffic the navigable area of the harbor would have to be largely increased. Within the last few years a new system had been utilized in removing rock obstructions, the Lobenitz machine, which cost $20,000. Two machines should be put to work in the harbor, and in less than two years the work recommended would be carried out. For this reason, he thought this portion of the report more important than that relating to the G.T.P. plans. He hoped Mr. Keefer would take the matter up with the Ottawa government at once so that the improvement could be gone on with at the earliest possible date.

The report was then adopted unanimously.

SUNLIGHT SOAP

Do you know the difference between working and having the work done for you?

Sunlight Soap actually makes the dirt drop out—saves you time and money—but injures neither hands nor clothes. That is just the difference between Sunlight Soap and ordinary soaps.

Follow Directions

SANITARY INSPECTOR SUBMITS HIS REPORT

Recommends a Scheme for the Collection of Garbage.

In his annual report Sanitary Inspector Lancaster recommends that the council should lose no time in adopting some scheme for the collection of garbage, the cost to be borne out of general revenue in the case of private dwellings, while for hotels, boarding houses, stores, etc., a monthly rate might be fixed. Throughout the year the garbage has been satisfactorily disposed of, no complaints having been received. The new incinerator continues to give unqualified satisfaction. The general health and sanitary conditions of the city have been very good.

The supervision of Chinatown and the neighborhood calls for the closest attention. The system for the municipal collection of garbage would, in Mr. Lancaster's opinion, work wonders in that section of the city. Attention is called to the necessity of installing a steam disinfector at the Isolation hospital.

There has been a marked decrease in the number of complaints received of nuisances arising from defective drainage of premises, this being attributable to the great extension of the sewer and surface drain systems. The number of complaints received was 503. Some 142 dwellings, schools, etc., have been fumigated and twenty-three persons received disinfecting baths.

A watch was kept on the food supplies of the city, and the inspectors rarely found cause for complaint. Some 252 samples of milk have been taken from various vendors' carts and tested for butter-fat and adulterants. The average percentage of butter-fat of the milk tested during the year was 3.7. Two of the samples tested were found to contain dangerous preservatives. The vendors were warned and went out of business immediately.

EVERETT G. GRIGGS AGAIN CHANGES OWNER

Captain E. R. Sterling and Associates Now Own Freak Rigged Craft.

Seattle, Jan. 15.—The six-masted British barquentine Everett G. Griggs, owned by Seattle and Tacoma capitalists, has been sold to Captain E. R. Sterling and associates, who are understood to be Seattle men. The vessel was in Seattle two weeks ago discharging pig iron from England, and is now tied up at Tacoma. The new owner took over the Griggs to-day. The purchase price was $27,500 and the deal was closed by Captain J. S. Gibson.

The Everett G. Griggs is a vessel with a world-wide reputation, for she is the only six-masted barquentine in existence, and her career since adopting that rig has been watched with interest by shipping men all over the world. The Griggs was formerly the British barque Lord Wolseley, a four-masted ship. As a square-rigger she was expensive to operate and the vessel falling on bad times was sold at auction at Victoria, B. C., in 1905, when the Seattle syndicate bought her for $16,000.

OPIUM SEIZED.

Four Thousand Dollars Worth of the Drug Found on Pacific Liner at San Francisco.

San Francisco, Cal., Jan. 14.—As a result of their determination to stop opium smuggling into this port, customs house inspectors to-day searched the Pacific Mail liner Siberia, which came in from the Orient yesterday. Opium worth more than $4,000 was seized, 140 five-tael tins being discovered. During the last 10 days quantities of the drug valued at $7,000 have been confiscated on shipboard here.

TRAIN WRECKED.

Effingham, Ill., Jan. 14.—Despite the reports that many persons were killed when a Vandalia train left the track near Woodbury, Ill., to-day reports received by telephone from the scene now say that no one was fatally hurt. Early reports, it is stated, were greatly exaggerated, having been sent out by persons who were greatly excited.

DO NOT ABANDON THEATRE SCHEME

BOARD OF TRADE STILL HAS HOPES

Will Take Matter Up Again at the Next Monthly Meeting.

At Friday's monthly meeting of the board of trade the special committee who had in hand the task of furthering the project for the erection of a new theatre in this city presented a lengthy report on their labors. Great regret was expressed that the by-law providing for the granting of free site on city property at the rear of the Empress hotel had been defeated, and the endeavors of the committee to see that the scheme was crowned with success were fully set forth. The report recommended that any further effort in the direction of a new theatre be abandoned for the present and that the money collected from the various railway companies be returned.

The report caused a lively debate, and after full discussion it was deemed advisable to lay the same on the table for one month, in the hope that in the interim some arrangement may be made whereby the scheme may be revived in practicable form, and the subscriptions of the railway companies not lost to the community for a very worthy purpose.

The committee's report was as follows:

Gentlemen:—We beg to report that on November 20th last a joint meeting of members of this Board of Trade and citizens was held to consider the necessity of providing a new opera house in Victoria. Those present being of opinion that immediate action should be taken, requested the chairman, your president, to appoint a committee and that committee now begs to report as follows:

We found that Sir Thomas Shaughnessy had subscribed for stock the sum of $15,000, if a company could be formed; and that Messrs. Mackenzie & Mann had subscribed $10,000, and that the Grand Trunk Pacific Railway Company had subscribed $10,000. The subscriptions of citizens of Victoria aggregated $15,000; making a total of $50,000.

Having in view the difficulty of getting another $75,000 local subscriptions in consequence of our being unable to draw a prospectus which would show a reasonable return for some years to come, we approached the ex-mayor and council with a request for a piece of city land at the corner of Belleville and Douglas streets. It was found that the best offer possible, without a vote of the property owners, would be a twenty years' lease, and we decided that we could not ask for subscriptions with which to erect a $100,000 opera house on any such terms. Consequently, after consultation, we decided it advisable to have a by-law prepared, as per accompanying copy.

Our aim was to interest all the citizens, in a small way, in a proposal which was intended for their benefit. The city was to have received stock in the proposed company for the value of the land, and given some control by proportionate representation on the board of directors by appointment instead of election, as is usual in such cases. We asked for freedom from taxation while the land was used for opera house purposes because, as far as we could see, the venture was not likely to pay dividends equal to current interest rates and we considered that subscribers of cash should not be called upon to sacrifice everything on a public utility. No subscriber to the fund anticipated for a moment a reasonable return in dividends; the sole expectations being indirect benefits in which every citizen would have shared by placing Victoria on an equality with neighboring cities.

However, that phase may be passed over, as the property owners yesterday decided by a vote of 1,485 to 1,156 against the proposal, and the committee will now advise those gentlemen who were kind enough to subscribe, the project has fallen through and that their offers are declined with thanks.

The committee regrets being compelled to take this step and feel sure that the adverse vote on the People's Opera House By-law yesterday will be regretted by the citizens of Victoria in the very near future.

SIMON LEISER (Chairman),
CHARLES HAYWARD,
J. HERRICK McGREGOR,
F. B. PEMBERTON,
F. M. RATTENBURY,
J. A. SAYWARD,
Provisional Committee.

On the report having been read by the secretary, President Leiser said he thought it was much to be regretted that the by-law had been voted down. That, he felt, was the end of the question for many years to come. The people of Victoria were not public-spirited enough. There was a cry of graft about anything. The committee would now wash their hands of the whole question. The people of Victoria would very soon see they had made a great mistake.

Mr. McCurdy said it was hardly fair to say the whole people were opposed to the theatre. Over 1,000 voted for the by-law, and many who did not vote at all were no doubt favorable. But was it not possible to make another offer to the city which might prove acceptable to the public? Could not a plan of preferred stock be devised? It might pass the people then, if some return to the city was guaranteed. It would be a pity to drop in this summary fashion a prospect which meant the expenditure of such a great amount of money. He resented the suggestion that Victorians were not progressive. The committee should reopen negotiations with the new city council.

J. Herrick McGregor told of the work of the committee with the city council of 1909. All the criticisms of the public had been met by argument, and it had been suggested to the city council to take the initiative in the matter, the committee providing the money. But this was not agreeable to the board. He greatly regretted the action of the people. He did not wish to withdraw his subscription, but he thought any further move should be made by the new council. But the committee ought not to be expected to go further than it had done.

President Leiser explained to Mr. McCurdy how hard the committee had worked with the council. Mr. Mann had hinted that more money might be given by the Canadian Northern and he had received a promise of assistance from Premier McBride. The city council had, after long negotiations, appeared thoroughly satisfied—and yet the vote had been adverse. The Ministerial Association had worked against the by-law. Mr. Marpole had told him that Vancouver would have raised the money in forty-eight hours.

Mr. Lugrin did not favor the report. He could understand that the committee felt sore, but the endeavor to get an opera house should go on. The committee had worked hard, and had succeeded in getting a good sum of money, even if they did not get the by-law passed. Under the circumstances it would be most unwise to return the money. The board was trustee for the public and ought not to refuse those subscriptions. The report should be referred to the council for consideration.

Mr. Shallcross thought it would be better to refer it to the monthly meeting. The board had had experiences of winning over a majority of the people to their way of looking at things before and could do it again. The need of a public hall was imperative and a very serious need. The theatre, thanks to the work of the committee, was within grasp, and while the rebuff was an unpleasant one, the effort should not be abandoned.

Mr. Shallcross closed with a eulogy of the members of the committee for their hard work. He deplored the fact that the public question the bona fides of those who were trying to advance the city's interests.

John Nelson agreed that the committee had worked very hard on behalf of the theatre project and that President Leiser was entitled to every credit, but he thought it was unfair to denounce all who had criticized the by-law and term them non-progressives. From the standpoint of many citizens the proposed bargain with the city had objectionable features. He thought the best plan would be to lay the report on the table for a month. He hoped some arrangement would be made whereby the community would not lose the very generous subscriptions of the railway companies. The board should not burn its bridges behind it.

M. B. Jackson thought that possibly the by-law would have stood a better chance of carrying had the site been chosen in a more central part of the city.

Col. Prior agreed with this view of the matter to some extent.

The motion to defer consideration of the report for one month was then carried unanimously.

MRS. ELIZABETH DANIELS PASSED AWAY YESTERDAY

Oldest Resident of This City Died at the Aged Women's Home.

One of the oldest residents of this city passed away Thursday afternoon at the Home for the Aged and Infirm Women in the person of Mrs. Elizabeth Daniels. Deceased had reached the advanced age of 101 years and 7 months. She was born in Tittisall Hall, Norfolk, England, her maiden name being Miss Elizabeth Strutt.

After living 55 years of her life in England the late Mrs. Daniels came to Canada in the year 1863, accompanied by her husband and family. For 35 years they remained in Ontario. In 1890 Mr. Daniels died. The widow then came to this city with her only surviving son, Richard Daniels, who is at present a resident of this city.

A few days ago Mrs. Daniels had a severe fall, which was partly responsible for her death, as before that time she was in good health and in full possession of all her faculties, and took an active interest in everything. Mrs. Daniels was well known to a number in the city.

ALSOP ARBITRATION.

London, Jan. 14.—Arrangements for the arbitration of the Alsop claim between the United States and Chile are almost completed, according to an unofficial announcement to-day.

Arbitration as planned by King Edward in past disputes is almost certain to be followed in the present case. The plan involves the appointment of a commission of two or three experts, usually headed by an eminent lawyer, to hear and weigh the evidence on both sides and then submit a report and recommendations.

The commissioners are merely the advisers and King Edward, as arbitrator, is at liberty to reject their view should he see fit.

It is expected that Chief Justice of England, Lord Alverstone, will head the Alsop commission.

Spring

Is coming, and our travellers are now on the road, anxious to show their range of spring samples, and solicit your further esteemed commands.

PAULINE & CO.

Wholesale Drygoods. Victoria, B. C.

Form No. 11.
LAND ACT.

FORM OF NOTICE.

Range 1, Coast Land District.

Take notice that Murray C. Potts of Cracroft Island, occupation, rancher, intends to apply for permission to lease the following described lands: Commencing at a post planted on the shore near the westerly end of Felix Bay, Call Creek, thence running easterly 80 chains along shore line, thence to point of commencement.

Located Nov. 26th, 1909.

MURRAY CLARKE POTTS.

December 20th, 1909.

Form No. 11.
LAND ACT.

FORM OF NOTICE.

Range 1, Coast Land District.

Take notice that Gilbert Oswald Smith, of Vancouver, B. C., occupation, real estate agent, intends to apply for permission to lease the following described lands: Commencing at a post planted on the north shore of Call Creek, about 3 miles westerly from the head of said Call Creek, thence following shore line easterly 160 chains, thence southerly 20 chains, thence following shore line 20 chains distant therefrom westerly 160 chains, thence to point of commencement.

Located Nov. 26th, 1909.

GILBERT OSWALD SMITH.

December 20th, 1909.

NEW PROPRIETORS AT THE VICTORIA HOTEL

Several Lots Change Hands—Enquiry For Many Properties

A transfer of the equity of the Victoria hotel, Government street, was made yesterday, when the business passed into the hands of Graham & Grant, of Vancouver, for a cqonsideration of $10,000. The purchasers intend to spend considerable money in remodelling, and will run the hotel on the best lines. Thomas Graham was formerly owner of the Iroquois hotel at Saskatoon, and owned the Iroquois hotel at Vancouver. George Grant was connected with the Vancouver & Nanaimo Coal Company.

Other property sales reported are a house on Blanchard avenue by the Island Investment Company, two lots on Wilmott place extension sold by Gross & Company, and two lots purchased by Gus Porter on Linden avenue, just north of Fairfield road at $2,000 each.

T. P. McConnell has sold a nice lot on Pandora street for $3,150; Hart & Gillespie report having sold this morning two lots at Esquimalt and one on Richardson street. The same firm has also disposed of one acre on Douglas street, opposite the brick yards, and has inquiry for farm property in the Saanich district.

BIPLANES DAMAGED.

More Mishaps to Airships at the Los Angeles Aviation Meet.

Los Angeles, Cal., Jan. 15.—Rain, starting shortly before noon, decreased the attendance at the aviation field this afternoon, although Paulhan declared that he would fly, rain or shine.

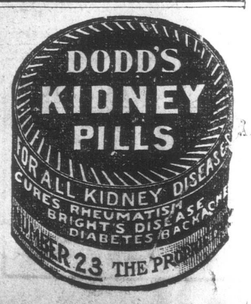
Even after the downpour began in earnest, early in the afternoon, Dick Ferris, general manager of the meet, declared that the flights would be made as usual. He said: "The aviators all decided that they would fly if they had to wear overcoats and carry umbrellas."

The ill-fated Gill-Dosch biplane was partially wrecked again to-day. This time a gust of wind carried away a tent support and part of the tent fell on the plane. A Curtiss biplane belonging to Charles Willard was slightly damaged also when the tent fell.

Will Louis Paulhan loop the loop in his big Farman biplane?

Though the Frenchman and his manager have formally denied that the aerial wizard has such a hazardous plan in contemplation, it is persistently rumored that the daring bird-man fully intends to make the attempt.

Members of the committee in whom Paulhan has confided, admitted today that he has in mind a feat that will either eclipse any other feat ever performed in an aeroplane or will end in his death.

TRAWLER'S CREW SAVED.

London, Jan. 14.—The vessel wrecked between Sheep Island and the Mainland off Antrim, northeast coast of Ireland, Wednesday, proves to have been the Trawler. The crew was saved.