

## FIREBUG DESTROYS NELSON SMELTER

Big Plant Goes Up in Smoke—Was Erected at Cost of \$750,000

Nelson, Sept. 4.—The huge plant of the Hall Mines Smelter, covering thirteen acres of ground and one of the largest plants of its kind in Canada, was destroyed by fire on Saturday night. Nothing was saved except the seven miles of cable running from the smelter to the Silver King mine on Toad Mountain and the tall blackened chimneys, one of which is two hundred feet in height and the one-story building used as an office. Everything else, the huge smelters, the tramway terminal and dump, the assay office, the boarding houses and numerous smaller buildings, are a tangle of blazing timber and twisted iron.

The disaster was the work of a incendiary who for the past two weeks has started a dozen fires, three of which have entailed an enormous loss. Friday night the Nelson Smelter was burned to the ground, a loss of \$750,000. Previously a Chinaman's house, stables and outbuildings were destroyed with a loss of \$6,000 and the plant destroyed Saturday night is conservatively estimated to have cost to erect \$750,000.

The incendiary has shown the utmost persistency. At noon Saturday the watchman discovered a fire in the smelter which he thoroughly quenched and had arranged for extra guards. Saturday night at nine o'clock just after he had made the rounds of the buildings, fire broke out and within a few minutes the plant was a blazing furnace, and by midnight was practically consumed. Nothing could be done to save the buildings.

The smelter, built of magnificent timber, was situated on the hill above the railway just outside the city limits and no water supply was available. The fire brigade could only watch the blaze from the town, ready to grapple with any fire that might break out in the city. From the assay office a few valuable chemicals were saved, as well as seven valuable chemical balances. The furniture in the buildings used as residences and leased in other buildings was carried out by hundreds of willing hands and saved. All else went up in smoke and for a time the danger existed that neighboring residences would be consumed even if dangerous bush fires were avoided. Only the complete absence of wind prevented a far worse calamity.

The Hall Mines smelter was formerly used to treat ore of the Silver King and other famous properties of Toad Mountain, Morning Mountain and the adjacent territory and employed hundreds of men. It has not been operated for the past five years, but a Vancouver syndicate, headed by E. S. Lennie of Vancouver, has lately effected a consolidation of the Toad Mountain properties, acquiring the mines and smelter. The last payment of the properties was made recently, and Mr. E. Nelson Sell of Vancouver had just completed a survey of the plant and mines with a view to recommending the best plan of operations, and it was expected that work would have been commenced almost immediately. The smelter was insured for \$500,000.

## AUTO WRECKED ON CARIBOO ROAD

Car Goes Over Embankment—Chinaman Crushed to Death

The Ashcroft Journal gives particulars of a fatal auto accident, north of 100-mile house which resulted in one death. Frank Inkman was driving one of the K. C. Express Company's autos on the return trip and was taking a bend in the road, which was thick with mud owing to the recent rains, when, without any warning, the car slid and rolled over to the side of the road and over an embankment into the ditch fifteen feet below. Another car was following directly behind and the passengers were able to render assistance to those who were injured in the wreck.

Inkman was pinned beneath the overturned car, with a dislocated hip, and in spite of the intense pain, told others how to raise the car in order to liberate him, warning them not to strike matches in case the gasoline had leaked from the tank in any way.

Two Chinamen were among the passengers, one of whom escaped without injury, but the other was thrown some twenty feet against a rock. When found, the poor fellow was suffering himself and was finally removed to the Chinese section of the hospital, where the other Chinamen superstitiously avoided the dying man. Nothing could be done for him and he died early the following morning. Four hours after the accident, he was carrying some \$3,000 in bills and a sack of gold and was on his way back to China to see his wife. He had been up at Stankov for the past 20 years. The other passengers were Dr. J. W. McKillop and J. F. Coffman of Adams, Nod.

At an inquest held on the Chinaman by Dr. S. E. Moss, the jury verdict was brought in of accidental death, no blame being in any way attached to the driver.

"You say the elopement was sort of forced upon you?" "Yes; after she came down the rope ladder, her dad pulled it up."

It is estimated that in England one woman in six earns her own living.

## FRISCO'S MARINE NEWS.

Many Steamers and Sailing Craft Taken to Load Lumber for Various Places.

San Francisco, Cal., Sept. 5.—The foreign demand for Pacific Coast lumber is calling into requisition every vessel obtainable, and if the movement keeps up many more weeks there will be a decided advance in freight rates.

Two more large tramp steamers and a sailing vessel have been taken in addition to the several already reported. The Norwegian steamer Christian Bors, en route from Norfolk to this port with coal for the government, has been fixed to load lumber on the Sound for Australia, also the British steamer River Clyde, which will be up here with coal from Newcastle.

Hind, Ralph & Company, who last week fixed the barquentine Makawili to load lumber on the Sound for New Zealand, have taken the schooner Mahukona to load for Adelaide. British vessels were taken at 45s, which is almost paid to the barquentine Hecla, which is loading in the Columbia river for Brisbane. The Hecla left Alaska for this port August 10 with a cargo of salmon.

The United States government has chartered four more foreign tramp steamers to load coal on the Atlantic for this port in September and October. Two were taken at \$5.25 per ton and two at \$5.00.

The steamers Watson and Thomas L. Ward arrived from the Sound yesterday. The schooner City of Papeete arrived from Beria Sea with 150,000 pounds of codfish.

## DIES BY OWN HAND

Kenora Business Man Shoots Himself on Ferry.

(From Tuesday's Daily.) Believed to have been suffering from ill health of long standing, D. T. Ferguson, formerly a merchant of Kenora, Ont., took his own life while traveling Saturday afternoon from Vancouver to Victoria on the steamer Princess Victoria. On arrival at the C. P. R. dock here his body was found in a stateroom lying on the berth with a bullet wound over the heart and a revolver lying on the berth. The body was lying beside him on the berth. It is uncertain when the shot was fired, for no one on the boat heard the discharge. Shortly before the boat discharged the wireless operator, passing along the deck, happened to glance through the window of a stateroom and saw a man lying in a mutilated position on the berth. The unusual attitude caused him to give the alarm to the purser and the investigation that followed showed that the man was dead.

The late Mr. Ferguson was a prominent jeweler at Kenora, and came west on account of ill health of his health. He travelled considerably between Victoria and Vancouver. He leaves a wife and family in Kenora and a brother in Winnipeg. These were notified of his death by a postcard from the deceased. He was about 50 years of age. The body was conveyed to the Victoria Undertaking parlors and will be sent to Kenora for burial after the inquest, which is being held at the provincial police offices this afternoon.

## POLICE RECORDS.

The police returns for August show that a total of 277 cases were dealt with in the police court, of which 154 were summary arrests and twenty-four were summons cases. There were convicted 153, committed for trial four, discharged twenty-two, and safe-keeping ninety-eight. The offences were classified as follows: Assault, 2; alien labor act, 2; auto speeding, 7; burglary, 2; carrying concealed weapons, 2; cruelty to animals, 2; city by-laws, 8; drunken, 9; fighting, 6; gambling, 11; grievous bodily harm, 1; gross indecency, 1; indecent assault, 1; keeping vicious dog, 1; liquor license, 2; merchant shipping act, 1; malicious injury to property, 1; obscene language, 4; obtaining goods by false pretence, 2; obstructing police, 4; possession by Indians of intoxicating liquor, 2; perjury, 1; personation, 2; stealing, 10; vagrancy, 6. The patrol wagon made a total of 163 runs.

## DIED IN AMBULANCE.

Vancouver, Sept. 4.—As he was being rushed to the General Hospital in the city ambulance J. Titmuss of 300 Pender street succumbed to heart disease. The deceased was walking along Pender street, and when he reached the corner of Pender and Beatty streets was seen to fall. Passers-by rushed up to see what was the matter and carried him into a neighboring store, at the same time sending in a call for the ambulance. On its arrival Dr. McKeehnle was called and ordered the man's immediate removal to the hospital.

## AT CLOVER POINT RANGE.

High Wind on Saturday Spoiled Some Promising Scores.

The wind at Clover Point range on Saturday afternoon was a hurricane at times. Shooting took place at the long ranges, and out of 30 competitors all but 12 retired before the 1,000 yards was reached. High scoring was, of course, impossible, the wind allowance varying from 20 to 30 feet, but even under these conditions quite a respectable proportion of the shots found the target. Following are the scores:

First Class.	800.	900.	1000.	71.
Sergt. Anderson	20	22	20	72
S. Sergt. F. Richardson	23	23	23	75
Sergt. Birch	28	17	18	63
Sergt. Carr	26	17	17	60
Sergt. Doyle	28	20	7	55
Sergt. Carteret	27	13	10	50
Br. Stevens	27	17	6	50
Corp. Harness	31	13	6	50
Corp. Zala	23	1	7	44

## Second Class.

(No Scores Recorded.)

Honorary.	800.	900.	1000.	71.
Mr. Gollop	31	21	3	56
Mr. Skelthorne	32	7	13	52
Capt. McInnes	28	14	10	52
Mr. Blomfield	28	14	9	51

\*Spoon winners.

The old churchyards in the city of London contain, it is estimated, over 50,000 tons of human remains.

## SIR WILFRID IS CONFIDENT

CLOSES TOUR OF MARITIME PROVINCES

Addressed Over Twenty-Five Thousand People on Last Day of Journey

Montreal, Aug. 3.—Tired, necessarily, but in splendid spirits and full of confidence, Sir Wilfrid Laurier reached Montreal at 9 o'clock to-night from the maritime provinces on his return from one of the most noteworthy and eminently successful political tours in his long public career.

"Unless all signs fail," he declared enthusiastically at Oxford yesterday, pointing to the blue sky above, "the agreement of reciprocity by the Canadian people is as fully assured as it is that yonder sun shines."

Over twenty-five thousand people heard him on the closing day of his tour, and he was necessary to hold two overflow meetings. He was met at the Prince Edward Island in the morning and reached the mainland shortly before noon. During the day he addressed gatherings at Pugwash, Oxford, Macdonald, and Moncton.

At the last named centre the demonstration accorded him was very spectacular. The town was ablaze with colored lights and thousands of torch bearers escorted him from the station to the vast thronged arena, while the sky was alight with hundreds of rockets.

At Amherst Sir Wilfrid delivered what was probably the most brilliant address of his tour. In this busy, industrial centre he came into contact with the most cosmopolitan gathering he has yet met. Over seven thousand packed the arena, and nearly as many struggled unsuccessfully to gain admittance.

A conference was held, and Hon. Charles Maclellan set forth to open an overflow meeting in the winter ball building. Here the miners and employees of various factories were prominent in the procession.

The streamers were original and pertinent: "Thou shalt not tax the food products of mankind," and mounted alongside were sister inscriptions, "Reciprocity is endorsed by 200,000 labor men of Canada" and "Send our goods, not our children, to the United States."

## BY LAWS CARRIED.

Prince Rupert, Sept. 4.—The city of Prince Rupert Saturday carried two money by-laws by a vote of 41 to 44. The agreement with respect to the Grand Trunk Pacific taxation was ratified by the people by a vote of 351 to 12. A bylaw to provide \$50,000 to install a permanent waterworks and hydro-electric system by the city was carried. The passing of the agreement means that all differences with the railway are settled, with the expenditure of large sums in terminal works. The other bylaw means that a large body of men will be put at work at once to bring in water and that the association which will be supplied here in about a year's time.

## MISTAKEN JUDGMENT.

Vancouver, Sept. 4.—That the deceased came to his death as the result of an accident caused by a motor blast largely due to mistaken judgment on the part of the deceased in going back to the blast too soon, was the verdict returned by the jury inquiring into the death of Peter Williamson, who was killed by an explosion of stumping powder while clearing land near Hastings Park.

## SIX PROBABLY KILLED IN WRECK

Bodies of Three Victims of Railway Collision Have Been Recovered

Erie, Pa., Sept. 5.—Three are known to be dead and as many more are thought to be beneath the wreckage of the Erie and Pittsburgh passenger train that crashed into a Lake Shore freight at Dock Junction last night, where the roads cross. The dead are Engineer John S. Jones of this city, a tramp who cannot be identified and one unknown passenger, who was riding in the smoker. Fireman James Firman, of this city, is dying in the Hamon hospital.

The regular passenger train was bound for Erie from Pittsburgh and was behind time. It understood the engineer was running fast to make up his lost time, and ran by a "block" near the crossing, crashing into the freight.

Beside the injured in the hospital, more than a score are in nearby houses.

## SERIOUS RIOTS.

Helsingfors, Finland, Sept. 5.—Governor-General Seyne of Finland has forbidden the holding of meetings to protest against the Russian government's proposed legislation cutting off the Kivier and Nivier parishes from the province of Viborg and adding them to the province of St. Petersburg. The message has aroused the ire of the Finns as it is regarded as the first step in the partition of Finland.

Serious rioting occurred at Viborg where the police broke up a labor meeting. For three hours 3,000 persons battled on the streets with a force of mounted and foot police. A dozen persons were wounded and a number were arrested.

## BAFFLED ABOUT IN INSPECTOR BACK FROM WEST COAST

Canfa Reaches Port After Weathering Bad Storms Off Chinese Coast

NO ALIEN FISHERMEN IN FORBIDDEN WATERS

Bucking into several terrific typhoons, which swept the Chinese coast, being battered about badly by the fierce winds and tremendous seas, but sustaining very little damage to her fixtures, the Blue Funnel liner Canfa, Capt. Lyceet, which arrived in port at midnight on Sunday from Liverpool, had a most trying time. After clearing from Manila the ship had not traversed many miles before she was caught in a storm of terrible violence.

The big liner kept her nose right into the gale, and although she was pitched about in every direction, managed to force slowly ahead. The monster sea swept over her bow and thundered against the cabin work and threw the spray higher than the bridge. The typhoon encountered by the Canfa was the same as the one which the Empress of China had weathered just before she struck the rocks off the Japanese coast.

During her run from Hongkong to Yokohama the Canfa had another taste of bad weather, which buffeted her badly. After leaving the Japanese port the ship had fairly good weather, but encountered considerable fog, but no storms of any kind. The steamship was expected to dock here on Saturday, but was delayed by the heavy fogs off this coast.

The Canfa landed 433 Chinese at Victoria, and after discharging their luggage proceeded to Tacoma at 9 o'clock Monday morning to unload her milk shipment consigned to New York. The vessel has full cargo of general freight amounting to about 11,000 tons, of which 1,500 tons are for Victoria. About Thursday the Blue Funnel liner will return to discharge her cargo and water will be here to load whale oil and fertilizer for her return trip.

While cruising about in the North we were unable to discover any halibut or schooners prowling about the coast. The schooners have slightly increased every little while and have captured have sacrificed their nets to the patrol boat. As the result of losing so much gear I believe that the fishermen deem it more advisable policy to stay outside the three-mile limit. On former trips along the west coast I have sighted many halibut fishermen close to the line but this time they were all a reasonable distance off.

On the last trip the German liner searched every little nook and cove on the west coast with the expectation that some of the schooners might have anchored there. Reports have stated that the fishermen are accustomed to this, but during the two weeks we were on the west coast not once did we sight a hidden schooner or one that was engaged in raiding the British Columbia fisheries.

It is difficult to account for the weird statements made in this city to the effect that hundreds of fishing boats have been seen inside the three-mile limit. It is evidently a scheme to try and make the people believe that they are being robbed through their fisheries being devastated."

The news brought by Mr. Ledwell should prove to all level-headed people that their fisheries are being well protected and that the reports relative to unlimited poaching being carried on are decidedly untrue.

It was declared that there should be no entrance fee and the annual subscription of members was fixed at \$1.00 per annum. Colonel Hobday was proposed as chairman of the board of management, but he stated that he was of the opinion that the position was one which should be filled by someone other than himself. He therefore proposed the name of John Evans as chairman. Evans accepted the nomination and Mr. Hehslow was appointed secretary until the general meeting.

The board of management, which was elected was made up as follows: Colonel Hobday, Major Hodgins, Mr. Mark Green, W. H. Hayward, M. P. P. and Major Moss. The two last named gentlemen were not present at the meeting and their election to the board was therefore subject to their confirmation.

Mr. Evans pointed out that if the various property owners' associations in the province were consolidated and were to send delegates to a B. C. Property Owners' Association they would become a powerful and influential body in the province.

Among the Victoria winners at the Vancouver Dog Show were the following: Pomeranian's toy, open dogs—1, W. H. B. Meade, 2, Gladstone. Winner—Gladiator. Novice bitches—1, W. H. B. Meade, 2, Bon-bon. Open bitches—1, W. H. B. Meade, 2, Gladstone. Winner—Edgeley Tina. Fox terriers (wire hair); puppy bitches—1, R. Large, Lady Pike; 2, R. Hanson, Trewnata Trinket. Novice bitches—3, R. Large, Lady Pike. Limit bitches—3, R. Large, Lady Pike. Open bitches—3, R. Large, Lady Pike.

Cats—Mrs. French, 11 firsts, 6 seconds, 1 third; Miss P. Barton, 1 first; Mrs. Hickford, 2 firsts, 1 second, 1 third; Mrs. Souden, 3 firsts; Mrs. McQuarrie, 1 first; Mrs. Baynton, 2 firsts; Mrs. Scriven, 1 first; Mrs. M. Rathorn, 1 first.

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## INSPECTOR BACK FROM WEST COAST

NO ALIEN FISHERMEN IN FORBIDDEN WATERS

Steamer Germania Made Three Seizures of Fishing Gear in Last Few Months

Again the Times is in a position to deny the highly exaggerated statements made regarding the way in which the fisheries off the west coast of Vancouver Island are being poached by American schooners. This time the authority for giving the details is P. J. Ledwell, fishing inspector aboard the little whaling steamer Germania, which has returned to port after a cruise off this coast.

"Two weeks from Sunday," said Mr. Ledwell to the Times on Tuesday, "we left Nanaimo, where our ship bunkered, and proceeded to the west coast of the island. From then on until the evening before we got here we patrolled the west coast from the Straits of Juan de Fuca to Cape Scott but not once did we sight an American vessel that was within seven miles of the shore. We retraced our course on different occasions, thinking that perhaps the foreign schooners might slip in when they believed the patrol boat had passed by, but in all cases our labor yielded no fruits."

"When we were passing Nitinat where the alleged poaching is supposed to be taking place, all the schooners we saw were seven miles from land. No doubt the schooners do slip across occasionally, but it is impossible to prevent this as if the patrol boats were stationed there all the time the poachers would be busy at the north end of the island and the Conservative organs would then be finding some cause for complaint there."

"While cruising about in the North we were unable to discover any halibut or schooners prowling about the coast. The schooners have slightly increased every little while and have captured have sacrificed their nets to the patrol boat. As the result of losing so much gear I believe that the fishermen deem it more advisable policy to stay outside the three-mile limit. On former trips along the west coast I have sighted many halibut fishermen close to the line but this time they were all a reasonable distance off."

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## UNNAMED RIVER FOUND IN ARCTIC

Present Day Maps Will Have to Be Remodelled as Result of Discoveries

York, Sept. 5.—All the present Arctic maps will have to be remodelled as a result of the work of the Anderson-Stefansson expedition of the American Museum of Natural History. The explorers, who will return to civilization next year after four years of exploration on the Alaskan coast, give some details of their findings in a series of letters just received by the museum authorities. They are bringing back complete surveys of Langtang Bay, Horton River, and several other uncharted regions.

The Horton River was discovered by Dr. Richardson early in the nineteenth century and for a brief period a few miles of it appeared in the maps and charts published about the middle of the last century, but there was no further discovery of it, and it cannot now be found on any of the modern maps. It now appears the river is one of the most important of the northern streams, being more than 400 miles in length. The report tells of the discovery of an unnamed river, about thirty miles long and very broad, emptying into Langtang Bay. It refers to the Riviere la Ronciere, which is drawn in a free hand fashion with many flourishes on all modern maps, going near Bear Lake and flowing northward. Stefansson has now shown this stream to be non-existent.

Of the 250 Indians seen by his party in the summer of 1910, only one, Mr. Stefansson says, had ever seen a white man. Several tribes living near Coronation Gulf had never been visited by a white man. Mr. Stefansson declares that the difficulties of exploration are becoming greater every year, chiefly because of the rapid disappearance of game, and the inability of the country to support the expedition. It seems likely that ten years from now no traveller will be able to visit these regions, the explorer said.

As to the decision in the matter of the location of the smelter, Mr. Sylvester said this will not be reached until the meeting of the company in October. There is no necessity for hurrying the matter. The mine is being steadily worked and the smelter is not yet necessary. Experts are on the ground gathering information as to the prospective production at various points in the north and the company will have a vast fund of information when the next few weeks which will materially help in reaching a decision.

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