Men Who Will Carry Colors in Coming Contest

The table herewith presented gives the candidates of the respective parties, subject to some few additions and alterations to meet unexpected developments in the changing about of prospective candidates:

DISTRICT.	CONSERVATIVE.	LIBERAL.	SOCIALIST.	LATE MEMBER AND MAJORITY.
Atlin	Young, Hon. H. E.	Kearns, Thos.		Young, Hon. H. E. (C.), 21.
Alberni	Morgan, Dr. A. D.	Brewster, H. C.		Brewster, H. C. (L.), 32.
Cariboo (2)	Callahan, Dr.	Jones, H.		Jones, H. (L.), 32.
	Fraser, J. A.	Yorston, J. M.		Yorston, J. M. (L.), 31.
Chilliwack	Cawley, S. A.	Munro, C. W.		Munro, C. W. (L.), 21.
Comox	Manson, M.	Forrest, J. M.	Cartwright, J.	Grant, R. (C.), 80.
Cranbrook	Cavan, T.	Macdonald, M. A.		King, Dr. J. H. (L.), 95.
Cowichan	Hayward, W. H.	Evans, J. N.		Hayward, W. H. (C.), 18.
Columbia	Parsons, H. G.	Buckham, T.		Parsons, H. G. (C.), 59.
Delta	Mackenzie, F. J.	Oliver, Jno.		Oliver, J. (L.), 169.
Dewdney	Manson, W. J.	Thompson, A.*		Manson, W. J. (C.), acc.
Esquimalt	Helmcken, H. D.	Jardine, Jno.		Jardine, J. (L.), 53.
Fernie	Ross, W. R.	Fisher, A. L.	Harrington, J.	Ross, W. R. (C.), 65.
Greenwood	Jackson, J. R.	McDonald, D. A.	Heatherington, G.	Naden, G. R. (L.), 27.
Grand Forks	Miller, E.	Patterson, D.	McInnes, John	McInnes, J. (S.), 68.
Islands	McPhillips, A. E.	Furvis, P.		McPhillips, A. E. (C.), 6.
Kamloops	Shaw, C. P.	Vasey, H. M.		Fulton, F. J. (C.), 95.
Kaslo	Mackay, N. F.			Mackay, N. F. (C.), 44.
Lillooet	Bell, James	Eagleson, Mark		Eagleson, M. (L.), 8.
Nanaimo	Planta, A. E.		Hawthornthwaite, J. H.	Hawthornthwaite, J. H. (S.), 165.
Newcastle	Stewart, Jno.	Thomas, D.	Williams, P.	Williams, P. (S.), 82.
Nelson	Wright, Harry	Crease, E. A.	Mathewson, J. H.	Hall, Dr. G. A. B. (L.), 5.
Okanagan	Ellison, Hon. P.	Dehart, F. R.	Johnson, Jas.	Ellison, P. (C.), 250.
Revelstoke	Taylor, Hon. T.	Lindmark, E. F. xx	Kempster, G. H.	Taylor, Hon. T. (C.), 171.
Richmond	Cotton, Hon. F. C.	Farris, J. W. deB.		Cotton, Hon. F. C. (C.), 14.
Rossland	Braden, W. R.	English, Dr. J. M.	Casey, Geo.	Macdonald, J. A. (L.), 55.
Skeena	Manson, Wm.	Kergin, Dr. W. T.		Kergin, Dr. (L.), 70.
Saanich	Eberts, D. M.	Brydon, T. A.		Eberts, Hon. D. M. (C.), 18.
Similkameen	Shatford, L. W.			Shatford, L. W. (C.), 98.
Slocan	Hunter, W.	Harris, J. C.*	Bennett, W. M.	Hunter, W. (C.), 74.
Vancouver (5)	Bowser, Hon. W. J.	Wade, F. C.	Kingsley, E. T.	Bowser, Hon. W. J. (C.), 981.
	Macgowan, A. H. B.	Senkler, J. H.	McKenzie, W. M.	Macgowan, A. H. B. (C.), 979.
	McGuire, Dr. G. A.	Campbell, J.	McGregor, M.	Tatlow, R. G. (C.), 970.
	Watson, H. H.	Macdonald, G. E.	Garvey, P.	Garden, J. F. (C.), 899.
	Tisdall, C. E.	Stables, J. B.	Pettipiece, R. P.	McGuire, Dr. (C.), 819.
Victoria (4)	McBride, Hon. R.	Oliver, John	Oliver, G.	McBride, Hon. R. (C), 424.
	Thomson, H. B.	Drury, R. L.	Morley, A. J. x	Davey, F. (C.), 307.
	Behnson, H. F. W.	Munn, H. A.		Behnsen, H. F. W. (C.), 287.
	Davey, Fred	Houston, W. K.		Thomson, H. B. (C), 187.
Westminster	Gifford, T.	Johnson, J. J.	Dodd, W.**	Gifford, T. (C.), 128.
Yale	McBride, Hon. R.	Henderson, S.		Henderson, S. (L.), 82.
Ymir	Schofield, J. H.		Oliver, A. M.	Schofield, J. H. (C.), 86.

NOTE—* Local Option Liberal. ** Canadian Labor Party. x Independent. xx Independent endorsed by Liberals.

CANDIDATES ARE NAMED THROUGHOUT PROVINCE TO CONTEST REPRESENTATION OF VARIOUS CONSTITUENCIES

(Continued from Page One)

turning officer, sotto voce. "He took the time by my watch in going away, but I propose to give him every chance to get back. I'm going to go by the clock here, which is five minutes slow."

One o'clock by the timepiece five minutes slow, also came in due process.

Meantime Mr. Munn was seen to saunter leisurely up the street. He stopped to smilingly watch the incipient suggestions of a dog-fight, again to chat with one or two friends.

Finally he reached the court house door and there lingered reluctantly, engaged in converse with Mr. Fred Peters, K. C.

"If there is no objection I propose to give him a little further grace," said Returning Officer Baxter. "Is there any objection from the Conservatives?"

"None," answered the party's representative.

"Or from you Mr. Morley?"

That gentleman shook his head.

"Or you Mr. Drury," to that Liberal.

"I am not Returning Officer," was the rejoiner.

So the Returning Officer went to the door and amiably reminded the dilatory candidate that time was on the wing.

"Are you going to put in your nomination papers?" he was asked.

"Well, Shandley is out looking for the money," was the smiling response.

The intention of withdrawal had by this time become so very patent that further delay would have been more than farcical. The nominations were accordingly read over, and the ceremony was at an end.

Below are given the names appearing upon the papers of the city nominees:

CONSERVATIVES

HON. RICHARD McBRIDE, K.C.
Nominated by J. H. Lawson.
Seconded by Thomas Shotbolt.
Assented to by W. K. Sona, Robert S. Day and John Hammond, and J. P. Laker, H. P. Hewett, A. E. Todd, C. F. Todd, H. Campbell, P. R. Fleming, F. Kelly, Wm. Pigott, Geo. A. Morphy, Richard Lang, N. Sabin, S. Greenhalgh, J. P. Stewart, J. M. Lawson, John A. Rithet, E. C. Johnston, J. H. Lawson, Harry C. Briggs, W. A. Lawson, H. M. Fullerton, T. S. McPherson, C. L. McCammon, H. O. Kirkham, Geo. Powell, L. Goodacre, R. W. Ferry, S. Cameron, L. D. Chetham, E. R. Stephen, S. G. Thompson, C. K. Courteney, R. C. Davis, R. H. Powell, Geo. N. Gowen, George Wilson, W. S. Leigh, Geo. A. Fraser, E. C. Hayward, Parker Clark, W. Mable (alderman), M. H. McCabe, E. G. Cross, R. N. Ferguson, E. E. Leeson, Archie Cameron, Guy W. Walker, Lawrence R. Goodacre, G. W. Monteith, Peter Walker, L. Kirk, W. O. Brown, W. E. Foxwell, G. T. Douglas, W. Jones, W. B. Gordon, W. J. Bishop, J. Market, F. Brown, A. A. Popham, T. Redding, H. W. Stanley, H. W. Lester, N. W. Short, W. H. Price, A. A. Argyle, E. Henderson, S. Douglas, H. Prosser, C. M. Cookson, H. B. Andrews, J. Drummond, H. Ballard, G. Orton, W. J. Wrigglesworth, R. McCloskey, Geo. Whitfield, T. C. Meads, J. Bentley, C. Sedgewick, A. Shropnel, L. Tait, R. C. Gibson, W. H. Hardaker, F. R. Allatt, Thos. Argile, Jas. Drummond, J. Baker, Geo. Grimason, Ed A. Lewis, W. H. Price.

H. F. W. BEHNSEN
Nominated by Edward Gawler Prior.
Seconded by D. B. Ker.
Assented to by A. F. Luxton, Thomas Earle, Thomas Hooper, John Parker, and E. R. Stephen, H. P. Hewett, J. P. Laker, A. E. Todd, C. F. Todd, H. Campbell, F. Kelly, Wm. Pigott, P. R. Fleming, Geo. A. Morphy, Richard Lang, N. Sabin, S. Greenhalgh, J. P. Stewart, J. M. Lawson, John A. Rithet, E. C. Johnston, J. H. Lawson, Harry C. Briggs, W. A. Lawson, H. M. Fullerton, T. S. McPherson, C. L. McCammon, Geo. Powell, L. Goodacre, Geo. A. Fraser, R. W. Ferry, E. C. Hayward, S. Cameron, L. D. Chetham, S. G. Thompson, C. K. Courteney, R. C. Davis, H. O. Kirkham, R. H. Powell, Geo. J. Gowen, George Wilson, W. S. Leigh, Parker Clark, G. H. Maynard, J. Manning, H. Buckle, K. C. Parkell, E. E. C. Johnson, W. Short, H. Stanley, Alderman Mable, S. A. Marling, C. H. Gibbons, H. F. Langton, H. W. Lester, T. Redding, R. Hayward, G. H. Maynard, A. C. Popham, A. J. Maynard, F. Brown, J. Market, F. H. Ross, I. Archer, W. B. Gordon, W. Jones, Alex Monteith, W. W. Kirk, G. S. Douglas, W. E. Foxwell, James Muirhead, W. M. Ross, R. S. Morrisson, H. O. Brown, C. L. Kirk, Wm. Sutton, Peter Walker, Arthur Berwick, G. H. Sutton, Lawrence R. Goodacre, M. H. McCabe, Guy W. Walker, R. M. Ferguson, Archie Cameron, E. E. Leeson, A. E. Lewis, H. Ballard, G. R. Orton, R. McCloskey, Geo. Whitfield, J. Bentley, A. Shrapnel, R. C. Gibson, F. R. Allatt, T. Argue, J. Baker, G. Grimason, Geo. Penketh, H. B. Andrews, H. Prosser, S. Douglas, E. Henderson, A. A. Argyle, W. J. Wrigleworth, C. M. Cookson, T. C. Meads, A. W. Harvey, Jos. Heaney, C. Sedgewick, L. Tait, W. H. Hardaker, W. H. Price, J. Drummond, W. McCulloch.

FREDERICK DAVEY
Nominated by Harry Franke Bishop.
Seconded by Angus McKeown.
Assented to by Charles Hayward, W. J. Anderson, John Dean, and H. M. Fullerton, T. S. McPherson, C. L. McCammon, Geo. Powell, L. Goodacre, Geo. A. Fraser, R. W. Ferry, L. D. Chetham, S. T. Thompson, C. K. Courteney, R. C. Davis, H. O. Kirkham, R. H. Powell, Geo. N. Gowen, George Wilson, W. S. Leigh, E. C. Hayward, Parker Clark, S. Cameron, E. R. Stephen, H. P. Hewett, Harry C. Briggs, H. Campbell, A. E. Todd, C. F. Todd, P. R. Fleming, Wm. Pigott, F. Kelly, Geo. A. Morphy, Richard Lang, N. Sabin, S. Greenhalgh, J. P. Stewart, J. M. Lawson, John. A. Rithet, E. C. Johnston, J. H. Lawson, W. A. Lawson, J. F. Laker, Arthur Berwick, G. H. Maynard, J. Manning, Wm. Sutton, H. Buckle, W. M. Ross (alderman), H. C. Bushell, R. S. Morrisson, E. E. C. Johnson, James Muirhead, H. F. Langton, C. W. Kirk, R. Hayward, A. J. Maynard, F. H. Ross, C. B. Deaville, I. Archer, G. H. Maynard, C. H. Gibbons, S. G. Marling, Marling, Aldermen Mable, H. Stanley, W. Short, Wm. Beattie, C. W. Lester, T. Redding, A. C. Popham, F. Brown, J. Market, W. J. Bishop, W. B. Gordon, W. Jones, G. S. Douglas, W. E. Foxwell, F. O. Brown, C. L. Kirk, Peter Walker, J. H. Monteith, L. R. Goodacre, Guy W. Walker, Archie Cameron, E. E. Leeson, R. N. Ferguson, G. E. Cross, M. H. McCabe, Wm. Smith, R. C. Gibson, F. R. Allatt, Thos. Argue, W. H. Price, J. Baker, Geo. Grimason, L. Tait, Wm. Wrigleswortb, A. S. Shrapnel, J. Bentley, Geo. Whitfield, R. McCloskey, G. R. Orton, H. Ballard, W. T. Hardaker, Geo. Penketh, Jas. Drummond, H. B. Andrews, T. C. Meads, S. Douglas, E. Henderson, H. Prosser, A. A. Argyle, C. M. Cookson, C. Sedgewick, E. A. Lewis, J. Heaney, W. McCulloch, A. W. Harvey.

HENRY BROUGHTON THOMSON
Nominated by David Spencer.
Seconded by James Forman.
Assented to by George A. Coldwell, H. Golding Wilson, H. G. Barnard, and Lawrence Goodacre, E. A. Lewis, W. H. Bone, Ernest Temple, M. B. Carlin, R. T. Elliott, Geo. Penketh, Wm. Pigott, W. Campbell, F. Kelly, Geo. A. Morphy, Richard Lang, N. Sabin, S. Greenhagh, P. R. Fleming, C. F. Todd, A. E. Todd, J. P. Stewart, J. M. Lawson, John A. Rithet, E. C. Johnston, F. H. Lawson, R. H. Powell, Harry C. Briggs, W. A. Lawson, E. R. Stephen, H. P. Hewett, S. T. Thompson, H. M. Fullerton, T. S. McPherson, S. T. Cameron, L. D. Chetham, C. L. McCammon, C. K. Courteney,

LIBERAL

JOHN OLIVER
Proposed by Col. F. B. Gregory.
Seconded by W. G. Cameron.
Assentors: A. E. McNeill, Richard Hall, L. R. Hardie and R. B. McMicking.

R. L. DRURY
Proposed by John Hart.
Seconded by A. E. Fraser, Jr.
Assentors: A. E. McNeill, W. K. Langley and Richard Hall.

WILLIAM KYLE HOUSTON
Proposed by Richard Hall.
Seconded by W. F. Fullerton.
Assentors: Stephen Jones, R. B. McMicking and W. S. Terry.

SOCIALIST

GEORGE OLIVER
Proposed by James McIndoe.
Seconded by Ernest Johnson.
Assentors: William Steven, A. Clyde and J. L. Martin.

INDEPENDENT

ALFRED JAMES MORLEY
Proposed by John Meston.
Seconded by George McCandless.
Assentors: John W. Morris, A. J. Kirkpatrick and Wm. F. Lindley.

ESQUIMALT NOMINATIONS.

The Names of H. D. Helmcken, K. C., and John Jardine Are Formally Proposed.

Very little general interest was evinced in the formality of nominating the two candidates for Esquimalt district at noon this day, the names of those appearing on the respective papers being as given below:

Mr. H. D. Helmcken, K. C., Conservative, proposed by Mr. Thomas Argyle; seconded by Mr. A. M. J. Inverarity, and assented to by Messrs. D. A. Henry, A. Stewart and John A. Murray; Mr. John Bryden being the witness.

Mr. John Jardine, Liberal, proposed by Mr. A. W. McCurdy, seconded by Mr. John C. McIntosh, and assented to by Messrs. William Baker, John Mullin and H. A. Simpson.

NOMINATIONS IN SAANICH.

The Old "War Horse" and His Opponent Are Formally Placed in the Running.

Nominations for the Saanich district were made today at the Royal Oak, the rivals being proposed and seconded as follows:

Hon. D. M. Eberts, Conservative, proposed by Mr. John Clapperton, seconded by Mr. John P. Sproule, and assented to by Messrs. Joseph Nicholson, Richard Layritz, Thomas Ashe, Robert Ridland, Hugh Roach, John Braden, A. H. Peacey, W. F. Loveland, Samuel Jones, and S. J. Jackman.

Mr. Thomas A. Brydon, Liberal, proposed by Mr. Frank Sears, seconded by Mr. J. A. Grant, assentors: Charles R. Heal, W. McMillan and Thomas Abbott.

PARLIAMENT OPENS MID BRILLIANT SCENE

(Continued from Page One)

the recommendation of the government railways managing board, and subject to the approval of parliament to lease any line or lines connecting with the Intercolonial Railway.

"A measure will be submitted to you for the purpose of rendering more effective the present legislation respecting combinations which unduly enhance prices.

"Bills will also be introduced respecting banks and banking insurance, navigable waters and other matters.

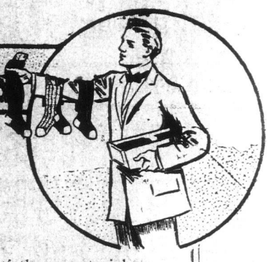
"Gentlemen of the House of Commons, the accounts of the last year will be laid before you. The estimates for the coming fiscal year will be submitted for your approval at an early date.

"Honorable Gentlemen of the Senate, Gentlemen of the House of Commons: I pray the Almighty Lord that He may guide and bless your deliberations and that they may bear fruit in a further increase of this country's prosperity and well-being."

A. Lancaster, M. P. for Lincoln, will again make a determined effort to have his level crossing bill crystallized into legislation. G. W. Kyte who moved the address in reply to the speech from the throne will introduce a bill amending the B. N. A. Act so as to permit of the Maritime provinces retaining their full representation in the Commons.

Members of the Opposition in the Commons will assemble in caucus called for tomorrow. It is expected that the naval policy for the Conservative side of the house is to be the big topic of discussion.

Gloves, Hosiery, Neckwear and Millinery



In all the latest shades and designs. See our show windows for display of these materials on Friday and Saturday

Morley's Hose

Ladies' Cashmere Hose—In black. Per pair, 85c, 65c, 60c, 50c and ..... **35¢**
Ladies' Hose—"Silk embroidered," in a fine quality of cashmere. Per pair, 75c and ... **65¢**
Ladies' Cashmere Hose—In black only. Per pair, 75c and ..... **65¢**
Children's Ribbed Cashmere—Plain and double knees. Ranging in prices from, per pair, 35c to ..... **75¢**

Dents' Gloves. Every Pair Guaranteed

Ladies' Kid Gloves—In assorted shades of tan. Per pair **$1.00**
Ladies' Kid Gloves—"Dent's Rugby," in assorted shades of tan. Per pair **$1.50**
Ladies' Kid Gloves—Dent's Syringa, in tans, greens and navy. Per pair **$1.50**
Dent's Suede Gloves—In tans, black, greys and mode shades. Per pair **$1.50**
French Vallier Gloves for Ladies—Every pair guaranteed, in tans, beavers, modes, greens, blues, greys, black and white. Per pair **$1.75**
Reynier Gloves—In tans, browns and black. Every pair guaranteed. Per pair **$1.75**
Men's Kid Gloves—Dent's, In tans only. Per pair, $1.25 and **$1.50**
Children's Kid Gloves—In tans only. Per pair ..... **90¢**
Ladies' Kid Gloves—Long lengths, 12 button. Per pair **$2.00**
Ladies' Kid Gloves—In white, tan and black, 16 button **$2.50**

GLOVE FITTING A SPECIALTY

Ladies' Dutch Collars—Charmingly made of spotted muslin, trimmed with Valenciennes insertion. Each ..... **35¢**
Dutch Collars—Very dainty fine lawn, trimmed with medallions of Valenciennes lace and insertion. Prices, 75c 50c and ..... **45¢**
Dutch Collars—These have pretty jabots attached, tastefully trimmed with Valenciennes lace insertion, etc. Price ..... **75¢**
Dutch Collars—Beautifully fashioned of cream, tucked net, edged with Oriental lace and insertion. Each **$1.00**
Jabots—Very nicely made of fine lawn, trimmed with Valenciennes lace and insertion. Prices, 75c and ..... **50¢**

HENRY YOUNG & CO.

1123 Government Street, Victoria, B.C.

DECLARE COUPLING WAS NOT MADE PROPERLY

(Continued from Page One)

avenue East, age 26, recently from Hollybrook, Mass.; E. Holland, 1837 Keefer street; George Thorburn, motorman, 1110 Odlum drive, leaves wife and two sons and two brothers in business here, family came from Bruce County; A. S. Wilkinson, Thirteenth avenue; T. Tuttle; Harry Slayton; F. Pochin, 1852 Third avenue East; S. H. Mitchell, 241 Keefer street, widower, aged 60, from Montreal ten years ago, shop foreman here; William Harris, conductor, Campbell avenue.

Injured: J. T. Carty, Columbia street, New Westminster, compound fracture of the skull, condition grave; George Trawford, 508 McMartin street, New Westminster, internal abdominal injuries, condition grave; W. P. Haines, Burrard Hotel, city, scalp wound and pelvis crushed; Thomas B. Jackson, Fraser Hotel, New Westminster, ribs and chest injured; J. W. Rushton, 1005 Queen's avenue, New Westminster, native son, fracture of shoulder bones, serious; Eli Zimmerman, Central Park, scalp wounds and compound fracture of skull; Robert Forsyth, 731 Homer street, scalp wounds and extensive contusions of chest and back; Carl W. Carlsen, 135 Hastings street East, extensive scalp wounds.

R. S. Lyon, one of the victims of the accident, was a brother of Stewart Lyon, city editor of the Toronto Globe.

As the bodies were pulled out of the wreck yesterday they were carried to two little sheds, which stand like sentinels one on each side of the track at Lake View station, a hundred feet or so west of the point of collision. There the bodies were laid side by side till one shack contained eleven and the other three forms, some of them almost battered out of recognition. Heads had been crushed in, bodies smashed to pulp and broken arms and legs were numerous. The top of the head of George Thorburn, motorman of the passenger car, was flattened as if his head had been caught by one of the heavy timbers as it flew into the air when the cars came together.

Wreckage Burned

A wrecking car with a large number of employees of the company was rushed to the scene. No time was lost by these men in starting a huge bonfire, to which was fed with every splinter and piece of wreckage which was large enough to be picked up. Blood-stained, and with shreds of flesh clinging to them, with here and there a piece of cloth, stick after stick was hurled on the fire. So rapidly was the removal of the wreckage accomplished that by 8 o'clock but little of the body of the passenger coach remained. It was with considerable astonishment that people on the scene viewed this destruction of the wreckage of the car, in view of the fact that it is customary that such evidence of a disaster should not be destroyed till viewed by the coroner's jury. By the time Chief Provincial Constable Campbell reached the scene all the wreckage save the trucks and the floor of the passenger coach and flat car had been cleared away. By 8 o'clock the scene of the accident was surrounded by several hundred people, many of whom had stopped while on their way to work in Vancouver.

There was some criticism that the company hauls freight cars as trailers over the tracks used by passenger cars. It was pointed out that danger exists so long as there is a possibility of a trailing car running away down the hill. Residents of the interurban district suggest that freight be hauled only after passenger business is finished. It is suggested too that electric locomotive should shove cars up the grades instead of hauling them, which would eliminate the possibility of a runaway.

Car Not Coupled.

The freight crew were Conductor Wiggins, Motorman McDonough and Brakesman Burrows. The brakesman, after seeing that he could not stop the car, jumped. These men were detained at police headquarters, but were released this evening.

Regarding the cause of the accident, Police Detectives McLeod and Thompson, who visited the scene of the accident, officially report that the couplings were both closed and in good order, and they state that the car was not coupled at all.

A coroner's jury was sworn in yesterday afternoon. No evidence was taken, but the jurymen made a detailed examination of the scene of the accident.

Official Statement.

Assistant Manager Glover of the B. C. E. R. Co. made the following statement yesterday morning concerning the accident:

"At 5:03 this morning locomotive No. 503 left the Carrall street terminal with a C. P. R. flat car loaded with lumber for the new iron foundry at Nanaimo Road. The orders given this train were to go ahead to Central Park and wait until the pilot gave clearance. The train was in charge of Conductor Wiggins, Motorman McDonough and Brakesman Burrows.

"Conductor Wiggins states that on reaching the iron works switch it was found that an empty C. P. R. box car occupied the track. In order to clear the switch the loaded flat was uncoupled on the main line and after the brakes had been tested and the wheels blocked the locomotive shifted the empty from the switch. The cars were coupled together and the locomotive had pulled the pair about half a car length up the grade when the coupling between the cars parted and the loaded flat started down the grade. Wiggins says he felt the jerk when the coupling parted and at once ran down the track to pick up the block previously used, which consisted of a piece of cordwood. He managed to throw it under the last wheel of the rear truck, but the wheel passed over it. Brakesman Burrows, who was on the flat car, applied the brakes, but jumped after it had gone about 100 feet, judging that he could not hold it. When Motorman McDonough saw that the flat had got away he followed it down the track, whistling constantly, as a warning to the passenger train.

"The passenger tram left the Vancouver terminal at 6:50 a. m., 47 minutes after the freight. The collision took place near Lakeview. At this point there is a slight curve in the track which would prevent the motorman of the passenger tram seeing the flat car until it was close upon his tram."

A Passenger's Story.

J. W. Rushton, an employee of the B. C. Electric Railway, was the first of the injured victims to recover sufficiently in the hospital today to be able to give an account of what occurred. He was seated near the back of the car reading a newspaper.

"There was no warning at all," he said. "All at once came a crash as we were running practically at full speed. Something struck me and the next thing I knew I was lying under some timbers with the bodies of two men over me, both of them dead. They had been seated near the front of the car where all the passengers were killed. I am sure there was no warning by the motorman. There was no whistle or bell. He could not have seen the lumber car till it was right on him."

MAIL CONTRACT WITH AUSTRALIA

Contract Signed With Canadian-Australian Line—To Pay £26,525 a Year.

The contract arranged between the Dominion and Australian governments and the Union Steamship company of Dunedin for a monthly mail steamship service, similar to that now carried on, has been signed by the Postmaster-General of Australia, according to advices received yesterday from Sydney. The Australian government will pay £26,626 yearly for the service. The conditions of the new contract are identical with those which expired on August 1st last.

Advices were also received from Australia that more onerous legislation concerning shipping is being passed by the government of the Commonwealth. A shipping journal, commenting upon the latest Australian legislation in this regard, says: Those who have watched the course of shipping legislation in the Australian colonies will not be surprised at the terms of the new Seamen's Compensation Bill lately passed by the Commonwealth parliament. The new Bill, like previous enactments, is all against the shipowner and in favor of the seaman, who under it receives far greater advantages than are here obtained under the last Workmen's Compensation Act. One feature alone is sufficient to stamp the Bill—the limit of compensation to relatives in event of death is to be £500, and the limit of compensation for disablement 30s. a week. Underwriters who accept workmen's compensation risks in the colonies will have to adjust rates accordingly.

TOO MUCH INTERFERENCE WITH WIRELESS

Captain of German Cruiser Arcona Objected When He Heard "John Smith Is a Fool"

The complaints by shipmasters and others regarding the manner in which amateur wireless operators are interfering with business continue, the latest to make a protest being Capt. Norman Schroeder of the German cruiser Arcona. Capt. Schroeder said:

"There is a demoralization in the wireless system of the Pacific which only government regulation can correct. The air on the Pacific ocean is full of nonsensical messages, which are very rapidly rendering a valuable service almost useless," continued Capt. Schroeder. "While we were 1,000 miles at sea from San Francisco and we were very anxious to get into communication with the German consul of that city in order to announce our coming for the Portola, imagine my surprise to find that all I could pick up was a conglomeration of nonsensical messages. One was evidently from a youth on the American coast, who was experimenting. It read, 'John Smith is a fool,' or something of that kind. We picked up messages from Honolulu and several stations on the American coast, but were unable to get San Francisco.

"I believe that the wireless systems of all countries should be placed under governmental regulation and that there should be a signal which would be respected by all stations, one announcing an important message, such as sent out by a cruiser or battleship, or one from a ship in distress. I understand that there are numerous amateurs on the American coast experimenting with the wireless and sending all kinds of messages in all directions. There should be certain hours for sending messages of a certain class, and the stations should be placed under government regulation. If this is not done the entire purpose and usefulness of wireless telegraphy will be defeated."

Butt for "Punch"

LONDON, Nov. 11.—This week's Punch has a witty articles anent J. A. Macdonald's impressions of England. It is entitled "In defence of Our Faces," and comprises letters of protest from different cities singled out by Mr. Macdonald, each signed "Alfred Smith," probably the unidentified individual who earned notoriety in the Bermondsey bye-election by writing from a fictitious number on an alleged street in Leicester on the horrors of free trade. Smith in these letters gives humorous reasons why at the precise moment Mr. Macdonald happened to look at him and his wife "Imperially" they presented the hopeless physiognomies, hollow chests and anaemic appearances described by the editor of the Toronto Globe.

Socialist Orator Arrested

ST. JOHN, N. B., Nov. 11.—Roscoe Fillmore, 22 years old, was arrested early yesterday morning while attempting to deliver a Socialistic address to a crowd at King and Charlotte streets. The police told Fillmore to move on, and when he refused, placed him under arrest. Fillmore came here this morning from Albert county to meet W. D. Haywood, of Denver, who was tried in connection with the murder of Governor Steunenberg. Haywood came in on today's train and will speak here. Tonight he offered to put up cash bail for Fillmore, but the latter would not agree to this, saying he "preferred to fight the case out in the cause of right and justice." Haywood said: "Oh, this arrest is nothing. Socialists have been arrested before for preaching their religion, and of course will be again, but we are advancing."

WILL BE AGAIN POSTPONED

Case of Green vs. The World on Re-Trial Will Not Proceed as Set on the 19th Inst.

Although the politically inspired "libel" case of Green vs. The Vancouver Daily World, which was set for re-trial yesterday in order if possible to interrupt the Premier's speaking arrangements on tour, now stands over by order of the court until the 19th instant, it is understood that at that date it will be further stood over—until after the elections—in consequence of there being already several important cases on the list.

Says Employees Will Win.

TORONTO, Ont., Nov. 11.—Dan McDougal, president of No. 26, U. M. W. of Nova Scotia, who came to Toronto in response to a message from H. Bonsfield, of the national board, was present at a conference held yesterday over the Glace Bay strike situation. McDougall was recently committed for trial in Montreal on the charge of libelling the Dominion Coal Co. and P. Patterson, is out on bail after being arrested on a similar charge. Bonsfield is confident of the ultimate success of the workers and states that no overtures will be made by union authorities.

CHARGE AGAIN RICHARDS IS SERIOUS

Wilson Bros.' Traveller Accused of Theft of Three Thousand Five dred Dollars

Charles Richards, who was ar in the local police court last Mon a charge of stealing $22 from th of Wilson Bros. While in their as traveller, came before Magistra again this morning. Four more were laid against him, making of $3,219.90. They allege that R in August secured $2,111.27 fro liam Hoggan, of Nanaimo; $477. Ben Berto, of Ladysmith; $377 Ciceroni, of Nanaimo, and $25 George Rosewell, of Nanaimo, fa give an account of any of these a at the head office of the firm by he is employed.

In today's proceedings while th ecuting firm was represented by Wilson the accused had no c While there was no hearing, th being remanded until next there appears to be a general probably founded on the fact tha Higgins no longer is acting in of Richards, that he does not advancing any defence.

PUBLIC MEETINGS OF YESTE

Liberal and Socialist Candidat dress Their Supporters—Mr. ley's Extravagant Bad Tas

The second public meeting Victoria City Liberals' campai held in the assembly hall of the Park school last evening, Mr. Cameron presiding over a de lukewarm audience of limited bers. Indeed there were less thirty present when the proce opened although others "dropp as the evening waned.

In calling the meeting to ord Cameron took occasion to c the McBride government for its ed failure to attend to the jus of Victoria, particularly in tional matters by the refusal tablish a normal school here thus obviating the present ne that those seeking to become ers are forced to, to go to Van for their course.

Recalls Old Memories

W. K. Houston, Liberal can waxed eloquent when he d that the sight of the school recalled to him that time many ago when he "tripped across o heads of the daisies on his school" in Ireland. Mr. Houst lieved his opponents in this f honorable men, but he wou hesitate to nail the lie whene heard it uttered. The railway of the government was the chie and he believed it to be ab wild and ill-considered a sch had ever been laid before the Under it only two hundred m what might be termed usefu would be constructed, as the would parallel the C. P. R. a lines of the B. C. Electric Co And for this 200 miles the p is asked to pledge its credit extent of nearly $5,000,000. T eral policy on the other han posed subsidies for useful i supplementing the federal $6,400 a mile by giving $3,2 mile, to subsidize the C. N. the Yellow Head Pass to Ka and also to the coast via Nic Coldwater. If no company pared to construct a line thro Hope Mountains, then the p could do so, and it would ow which would dominate the situation in that section perm reduced rates. The cost of government built line would b $4,500,000, and the province's would not be pledged to such sum as it would be under t mier's policy.

Better Civic Governmen

A. J. Morley, who stated t was running as an independen date at the same time decl would be proud to support Mr His interest in the campaig more along the line of bette government. He instanced th cipal Clauses Act as an exa what had been done by the ment for Victoria in the municipal legislation claimin the present law was a farce, Victoria, had been at the m legislators from the rest of vince, who had not given thi fair show. He had been to go into this fight because lieved that some person, tho acquainted with the requirem Victoria, should represent this the legislature. Mr. Morley to the power of the governmen pointing police commissioners cense commissioners. These should be wholly appointe city. If John Oliver were ret power, Victoria would secure self-government. The governm legislated that there shall be license granted only for ea population, but here in Victor are eighty licenses, and the l not permit of a reduction to set. Evidently the governme izes that the minute the ci self-government there will be to the "Tammany tactics," rule," and waste of the provi sets. Things had come to suc that what is needed is a salva with John Oliver at its head, what still remains of the c wealth. The present governm been the most disreputable in tory of the province.

Needs Province's Credi

H. A. Munn declared that Bride railway policy looked ve as if it is a case of "will you the note?" The credit of M and Mann is evidently no they must get the province their note, but where is the The contract does not provide first mortgage as was promi the contract runs for thirty province will be called upon to a liability of something like 000, a sum equal to two-third whole banking capital of the ion. The railway policy was the interests of Mackenzie a and not of the province.

Timeo Davaos

R. L. Drury did not touch