

## THE ANNUAL FALL FAIR AT SAANICH

### THE CLOSING DAY OF THE SHOW YESTERDAY

For Various Reasons the Exhibition Was Not as Good as in Other Years.

With the customary dance in the exhibition hall last evening, which was attended by many from the city as well as from the district, the 39th annual show of the North and South Saanich Agricultural Society was brought to a happy conclusion. While the show usually lasts two days, the first is usually taken up with judging the hall exhibits, and the attendance is generally limited to only the exhibitors.

It is in the afternoon of the last day when the crowd is seen, and yesterday this was as large as ever. But the entertainment furnished yesterday was not up to what has been given heretofore. In fact the fair did not reach the standard of excellence which the society has in the past achieved. In this the farmers of the district agreed. There was a splendid display of horses, really one of the best ever seen in the district, but the grain showing was poor. There was a fair showing of cattle and sheep, but the number of pigs was very limited. Fruits were well represented and the interest which the farmers of the district manifested in the way of home made articles indicated that the show was not lacking in their support. The explanation for what some might have found disappointing was that the farmers this year were short-handed. The want of rain in the early season worked a disadvantage under which nearly all exhibitors labored. There was a short grain crop, and as one representative farmer remarked, "We did not get more than two-thirds of our crop harvested and we could not, therefore, make ready in time for the show this year." The Times was authorized to state that the district would not make an exhibit to the city fair this year, members of the Saanich Agricultural Society feeling that anything which they might do in this direction would not prove a credit.

In the cattle exhibits A. Munro carried off all prizes for his Durhams, while in Jerseys horses were divided between S. Fairclough, W. Brethour, W. Derringer and Mrs. Bradley-Dyne. In Holsteins C. H. Gillan was the only prize winner, while Haldon Bros. captured nearly every prize offered for Ayrshires and Friesian Angus. These enterprising farmers also won out on Cotswold sheep but were beaten on Southdowns by J. S. Shupland. In the Oxford Downs competition, the A. Adams fell to W. Derringer and W. Brethour. Mr. Shupland also won three firsts on Leicesters.

As stated above, the showing of horses was particularly good. The principal winners were Des Bross, C. H. Adams, Geo. Adamson, Mrs. Bradley-Dyne, J. Bryce and Mr. Miller, W. J. McKeon, Lim Bang, Haldon Bros., J. S. Shupland and F. Turgoose secured firsts for roadsters, while for general purpose J. Richards, Haldon Bros., J. Brethour, G. Adams and H. Connor were among the most successful competitors.

In dairy produce there was strong rivalry and among the exhibits which carried a red ticket were those of Mrs. W. Brethour, Mrs. R. E. Mimme, Miss Armstrong, Mrs. J. Bell, Mrs. Martin, and W. R. Armstrong. T. A. Brydon, Tanner Bros., J. W. Martin, C. A. Adams, Stewart Bros., Mrs. Bradley-Dyne and F. Turgoose, W. Derringer, Mrs. J. W. Walker, Mrs. J. J. White, Mrs. Sandover, Miss P. Harrison and Mrs. Bradley-Dyne won firsts in flowers, and in poultry Mrs. Bradley-Dyne was again victorious, securing the majority of the awards. In ladies' work Mrs. S. Brethour, Miss J. C. Brethour, Mrs. N. McDonald, Miss P. Harrison, Miss E. Brethour, Miss R. Connor and Miss P. Harrison carried off firsts. Miss May McDonald and Miss M. A. Brethour took firsts in girls' work, and in boys' or girls' work under 12, Miss L. White, Miss M. Brethour, C. Bissett, and W. Harrison were the lucky winners.

The entire prize list will be given in another issue.

### STEAMER BROKE IN TWO.

Captain and Crew Were Asleep but They Succeeded in Reaching Shore in Lifeboat.

Sandusky, Ohio, Sept. 21.—The steamer "Tuttle," which sprung a leak off Point on Saturday night and was beached near Marblehead, but patched and towed to this port on Wednesday, broke in two at the stern to-day and went to the bottom of Sandusky bay. The captain and crew were asleep, but the sound of rushing water which had been given the alarm, the Tuttle is a total wreck. She loaded at Cleveland with coal for Sarnia.

### CHINESE ARMY REFORM.

Council Takes Over Management of All Armies.

Peking, Sept. 21.—The council of government has taken over the management of all the armies of the empire which have been hitherto controlled by the respective provincial viceroys. This is a distinct step in the direction of military centralization.

### MINT ROBBED.

Thieves Entered by Dry Underground Canal and Stole \$2,500.

Munich, Sept. 21.—The Royal Bavarian mint was robbed yesterday evening of \$2,500 in gold and silver coins. The thieves got in by a tunnel which had been opened for cleaning.

## SEATTLE FLOATED WITHOUT DAMAGE

### STEAMER WILL SAIL FOR NORTH TO-NIGHT

Pilot Simpson Says the Accident Was Due to Fog and Strong Current.

The steamer City of Seattle, which struck on the rocks of Trial Island on Wednesday morning was floated clear yesterday afternoon at exactly six minutes past four. After being lightened of her cargo the vessel rose with the incoming tide and with the aid of the Salvor, Pilot and Pioneer and also with the use of her own power the ship slid easily into deep water and proceeded to once to the outer wharf, followed by the assisting steamers. Once safely berthed the work of reloading commenced and to-night it is expected all will be ready to resume the voyage north.

From Pilot Simpson, who was on the bridge when the accident occurred, the Times to-day obtained the first accurate account of how the mishap took place. Captain Simpson was glad to meet the newspaperman, for he said a great deal had been published that was ridiculous, and as he had a reputation at stake he wished to have the truth told.

The accident, he explained, was due partly to the strong current setting towards shore, but in the main to the dark, deceptive night and the prevalence of fog.

"Just before getting Discovery abeam," he said, "and there being nothing in sight ahead, I felt uncertain about my position and called the captain. At the same time I rang up 'stand by.' That means a signal to the engineer to stand by in case of emergency.

"At the same time I stopped her. I made out a moving light about two points on my port bow, and immediately saw the rocks of Trial Island ahead.

"I called out hard to port and backed her full speed, but had too little time in which to work. Another half minute and I would have cleared the rocks. At that time there was a very fog alarm on Trial Island and was not blowing. After we struck the third officer went ashore and met one of the fog signal men on the beach and asked why the alarm was not blowing. The latter told him there had been no fog, but immediately ran off and started the whistle."

Captain Simpson said that he is 3.15 o'clock when the ship struck. He recalled at once the seriousness of his position. All the crew were called and the passengers were notified at once of what had happened. None, however, were excited.

Pilot Simpson has been fifteen years with the Pacific Coast Steamship Company, during which time he has acted four years as pilot. He has been many years running to northern ports, and he says this is the first blot against his record as a navigator. He had a white man and an Indian as quartermasters and always allowed several points to the left for the set of the current, and although this had been done on Wednesday night yet he found that the ship was to the right of the course he had given. This indicated, of course, that the current was very strong.

Captain O'Brien when seen this morning denied that there had been any excitement or that the ship had listed over in such a manner as to frighten a few members of the crew. "You could see by the picture in the Times," he said, "that the steamer did list over very far. Had she done so she would have torn off the guards under which I had placed timbers to prevent the ship heeling over. I had also lines attached from the masts for this purpose, which you may see for yourself."

The City of Seattle is believed to be very little damaged. The only injury to her hull is believed to consist of a few dented plates.

A rose of the Frau Karl Druske variety, now growing at Hadley Wood, measures 14 inches in circumference. It is not the biggest which has been on the same tree. The first rose this year measured at least 16 inches round.

The original green-room seems to have been painted green in order to relieve the eyes of actors dazzled by the glare of the footlights.

## RATEPAYERS HAVE NOW TO DECIDE

### ON THE BY-LAW TO IMPROVE WATER WORKS

Voting on Scheme Approved of by Majority of Council Will Take Place October 4th.

The by-law providing for the borrowing of \$200,000 to improve the water-works system is now ready for submission to the property owners for their verdict. The by-law will be submitted on October 4th, with W. W. Northcott as returning officer.

There was a meeting of the city council last evening, when the necessary by-law was put through all its stages. All the members of the council were present with the exception of Ald. Davey, who is in the east.

The formal petition praying for the by-law was submitted, after which the document itself was considered. There was practically no discussion on the by-law itself, which represented the decision reached by a majority of the council at the last meeting.

The objects to which the \$200,000 are to be devoted are set forth in the preamble as follows: Construction of a reservoir at Smith's Hill; construction of this reservoir with a high level tank; construction of a high level tank at some point between St. Charles street and Rockland avenue; connection of Smith Hill reservoir with distribution system; construction of pumping station on the 12-inch main; cleaning lakes and shores; measuring the watershed of the Highland district; obtaining information at other points as to the available water.

The rateable property of the city is placed at \$14,631,490. To meet the proposed cost of these improvements the estimated annual amount required will be \$9,310 for fifty years. It is thus estimated that these improvements will create an annual charge of three-quarters of a mill on the dollar. The by-law, if approved of at the polls, will take effect October 15th.

There was little other business brought before the meeting last evening. It was decided to accept the invitation of the Development and Tourist Association to attend a reception to be tendered to the members of the Canadian Manufacturers' Association at the parliament buildings on the evening of September 24th, from 9 o'clock to 11.

A communication from the Oak Bay municipal council suggesting joint action in drafting by-laws governing the speed of motor cars was received. It was decided to accept the invitation to be represented at such meeting, which was approved of for Wednesday, October 3rd, in the city hall. Ald. Yates was named to represent Victoria council.

Before the regular meeting of the council the members sat at the municipal board of health and received reports from Dr. Robertson, medical health officer, and Sanitary Inspector Wilson. Several questions came up relative to the city's health, more particularly with regard to prevention of disease.

Ald. Fullerton took exception to the diversion of drainage in the vicinity of Spring Ridge by Chinese gardeners. He also wanted to know what was the condition of Chinatown at the present time.

Dr. Robertson said that the health was reported about as usual. There were no contagious diseases reported.

Ald. Fullerton said that the reason he brought this up was that he had, with the delegates to the convention now meeting in the city, visited Chinatown and he had his eyes opened. The building regulations were being violated. There were eighteen in a room 8 feet by 8 feet. He thought attention should be given to this. The opium dens were crowded.

Sanitary Inspector Wilson asked what time Ald. Fullerton visited the place.

The latter said it was about 8.45 in the evening.

Mr. Wilson said that he could by law do nothing with the opium dens until after 12 o'clock at night. There was no disease reported in Chinatown and it was pronounced to be the best kept Chinatown where such colonies existed.

A mishap has overtaken the vice-regal party which left here on the steamer "Thistle" on Wednesday morning on a fishing and hunting excursion to Campbell river and other points along the coasts of Vancouver Island and Mainland. News has been brought by the steamer Princess May, which arrived here from Skagway and the Skeena river this morning that the Thistle was on Thursday high and dry at the mouth of Nimpkish river opposite Alert Bay on the eastern coast of this island. The vessel is in a beach with boulders all about and, though possibly in an awkward position for floating, is believed to be in no serious location in so far as concerns the personal safety of the members of the party aboard. The Princess May passed a mile or so distant at 9.30 o'clock Thursday morning, and at 11 met the D. G. S. Quadra making for the scene of the accident. These were all the particulars which officers of the Princess May were able to supply, but it is evident that the party is in no way in distress. There are aboard His Excellency Earl Grey, His Hon. the Lieut. Governor, Capt. Trotter, A. D. C. to His Excellency, Lady Evelyn Grey and Miss Elinor Dunsmyth.

The accident, it is thought, had been due to fog, for a short time previously to seeing the Thistle the Princess May was detained 12 hours by the fog. The Thistle is not in an exposed position, and officers of the C. P. R. liner entertained no anxiety regarding her.

Another accident which the May reports happened to the freighting steamer Leelenaw, Capt. Meyer. Off Niplock, a mining camp on the Prince of Wales Island, the Leelenaw lost her propeller. Capt. Forbes and some others came down to Ketchikan on a small launch, and from there were carried to Port Simpson, where they placed themselves in communication with this city. Their trip to Ketchikan proved a most hazardous one, and they had a narrow escape from being wrecked in their small craft. The Leelenaw was bound south with a cargo of concentrates.

J. A. Macdonald, M. P. of Rossland, arrived in the city last evening and is a guest at the Dairies. The leader of the opposition in the local House has private business to transact and says he does not expect to get away from Victoria before Sunday at least. The prospect of an early appeal to the electorate by the local government does not appear to be disturbing Mr. Macdonald in the least. He rather seems to welcome the chance to meet the Premier and his following on the hustings, having no doubt as to the results.

Body Washed Ashore Believed to Be That of the Bishop of Sao Paulo.

Oran, Algeria, Sept. 21.—The body of a man believed to be the Bishop of Sao Paulo, of Brazil, who was lost in the wreck of the Italian steamer Siro on Borneo Island, Spain, on August 4th, has been washed up on the coast here.

THE CITY OF SEATTLE ON TRIAL ISLAND.

SHOWING LIST OF VESSEL AND LIGHTERS AND SALVAGE STEAMER ALONGSIDE.

—From photos taken for the Times by Jones.

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HIGH AND DRY OFF THE NIMPISH RIVER

Vice-Regal Party's Yacht Passed in This Position by Princess May.

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FIRE AT ALMONTE.

The Loss Is Placed at One Hundred and Twenty-five Thousand Dollars.

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