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FILE PLANS FOR FIRST SECTION

Canadian Northern Pacific Railway Touches Tidewater on Young Property At Sooke Harbor

NORMAL CURVATURE AND GRADE NOT EXCESSIVE

Profiles for First Section of the Island Division Entered at Provincial Government Department

Plans and profiles for the first section of the Canadian Northern Pacific on Vancouver Island were yesterday filed by Divisional Engineer G. B. Hughes with the Hon. W. R. Ross, Provincial Minister of Lands, who had returned from a flying visit to the Mainland only the night before. These plans bring the located line of the railway to Cooper Cove—more generally known as the lagoon in which Mr. M. Young of the New England hotel has his well-known oyster farms—a point twenty-five miles distant from the Victoria terminal, and twenty from the starting point outside the city according to the plans previously deposited with the government.

The profile accompanying the plans that have just been filed will commend itself to railway men and engineers generally as reflecting the highest credit upon Divisional Engineer Hughes and his staff, the curvatures, being but normal at any point and the maximum gradient being kept below one and a half per cent. compensated for curvature. A word of explanation as to the latter may be of special interest to the non-professional reader. It is easy to understand on a straight piece of track a locomotive can with the same power haul a train of cars on an up grade which would be impossible with similar gradient or curvature, the latter necessarily increasing the resistance of the load.

No Extreme Difficulties.

Generally speaking, the location of the new line as shown by the plans just filed does not involve any exceptional engineering difficulties, there being no deep ravines to be traversed or mountains of a formidable character to be subjugated. This section, however, involves from Mile 17 some very heavy rockwork, and construction for perhaps twelve miles will be necessarily costly, the mileage expenditure doubtless more than doubling the amount of the proportionate mileage guarantee. It is understood that the rock in its character is fairly easily shattered but exceedingly hard to drill.

With the exception of this particular section, the rest of the line as indicated by the plans just filed is medium earthwork and rock, there being no light work anywhere and none in which steam shovels can be successfully operated. The making of the roadbed will call for the construction of numerous short trestles, as in most colonizing roads, and these will be subsequently filled in as the years go by, during the operation of the road and the perfection of the permanent right of way.

The plans, by Provincial railway law, must be filed thirty days for inspection if desired by the public and the entry of protests (if any), on the part of property owners whose lands must be traversed. It is, therefore, impossible for the company to formally invite tenders for construction until January. How long the submission of tenders will be advertised is strictly a matter for the interested company to decide. That there will be exceptionally keen competition for the work is, however, a certainty, there being at present a greater number of disengaged construction plants "across the line" than at any time for years past, if there has ever been such a number before, and the owners having no desire to keep such equipment in idleness. Inquiries from contractors desirous of tendering for the work have been pouring in during past weeks in a steady stream, and not merely Provincial or Northwestern, but from all parts of America, from Florida in the South to Pennsylvania in the East.

Beginning at Glen Lake, a small pond in what is known as the Luxton estate, the C. N. P. line, as indicated in the plans filed yesterday traverses successively the properties of A. P. Luxton, C. S. Letoria, D. N. Henry, Mrs. Blight, W. and M. E. Mathews, M. A. Flesh, G. Clarke, E. S. Field, George Johnston, F. Hewett, T. G. Stothard, J. A. Duncan, H. Helgeson, C. Doering, Mrs. Weir, Dr. A. T. Watt, G. D. Reid, A. Blockley, George Gillespie, A. Farberry, F. Kaye, and the R. E. Jackson estate. The right of woy is of the standard ninety-foot width, excepting in the T. G. Stothard property, where 200 feet must be secured in order to provide for station facilities at Metchosin.

In all approximately 245 acres are required for right of way purposes on this section. Between Victoria and Sooke Harbor at Cooper Cove, or Mile 25, two stations are to be established, the one to be known as Colwood and the other as Metchosin, this latter station being placed where the Kangaroo road connects with the East Sooke road.

After leaving Colwood the line crosses the Sooke road at the forks of that trunk thoroughfare with the Happy Valley road, following the line of the latter to Metchosin. In order to avoid the perilous level crossing and to protect the public safety in this regard, it is intended to divert the Happy Valley road at two or three points before Metchosin is reached. From Metchosin station the line runs almost directly to Pedder Bay, approaching tidewater at the upper end of that bay to within approximately 100 yards. To reach a deep water frontage on Pedder Bay, should this be necessary in consequence of the possible establishment of lumber mills at that point, it will be necessary to construct a spur perhaps one mile in length.

The line makes a fairly sharp curve from Pedder Bay, proceeding then directly to Matheson Lake, which is skirted on the southern side, and from which point the railway follows the stream down to and along the inner shore of Sooke Inlet to Copper Cove.

FIGHT WITH MOB

Georgia Jail Attacked by Crowd Eager To Lynch Negro—Jailer and Two Others Wounded

COLUMBUS, Ga., Dec. 11.—At 1 o'clock this morning a mob of two hundred men made an attack on the county jail here, in an effort to secure a negro prisoner charged with an attempt to assault a young woman here several nights ago.

The jailer warned the mob before the attack that he would fire on the first man who attempted to enter and when the attack was made he fired a number of shots, wounding two men.

The jailer was shot in the breast, but it is not believed that he is fatally wounded. After about 100 shots had been fired members of the police force and militia arrived and dispersed the mob.

OPIUM SEIZED ON MINNESOTA

Ten Thousand Dollars' Worth of Forbidden Drug Found By Customs Officers on Big Hill Steamship

SEATTLE, Dec. 10.—Customs officers searching the Great Northern steamship Minnesota today discovered $10,000 worth of opium hidden. This is the largest seizure of opium that has been made in the United States in several years.

Customs officers here were notified before the Minnesota arrived last week that she was carrying 29 Chinese stowaways and $25,000 worth of opium and consequently when the big ship arrived close watch was kept on her. The first fruit of this vigilance was reaped last Saturday, when First Officer T. Cheetham walked down the gangplank and handed a bundle to deck watchman Edward Robson. Customs officers at once seized the bundle and found it contained $440 worth of opium, and arrested both men. Robson had previously enjoyed the full confidence of the customs officers. Cheetham deposited $1000 gold as bond for his appearance for trial and is now free; but has been dismissed from his place on the Minnesota.

The Minnesota is the largest cargo carrier on the Pacific ocean, and it is possible, in stowing the freight taken aboard at Oriental ports, to leave space for stowaways and opium. The opium seized today, which would have a commercial value of $10,825 if sold and not burned in a garbage crematory, was all found in the forepeak of the Minnesota. The principal cache, a rude box under the spare anchor chain in the chain locker, contained 280 tins of the drug. Twenty tins were found in a waterbucket, 29 tins were concealed in a pair of overalls, and small quantities of the stuff were found scattered all through the sailor's quarters, mixed with the soap and borax. Forty men will continue the search of the ship tomorrow.

Officers of the ship say that at Oriental ports as much as $1,000 has been offered for a position in the steward's department of the Minnesota, indicating that smuggling profits are very large.

A great syndicate with headquarters in Hongkong is believed to be making regular shipments of opium and Chinese to Seattle and San Francisco, using the large steamships because of the greater opportunities for hiding coolies, women and opium in the huge vessels.

SHERBROOKE, Que., Dec. 10.—James Houston, Sen., of Danville, was attacked by his son, James Houston, Jr., with a hammer, and killed. The two men were working together in a cellar, when the blow was struck. After committing the terrible deed, the murderer hacked his own throat, inflicting injuries from which he died.

BOTH PARTIES HOLD THEIR OWN

No Advantage Gained By Either Government or Opposition In Great Britain's Remarkable Political Fight

MEMBERS ELECTED NOW NUMBER 504

Chancellor Lloyd-George Returned in Carnarvon by Increased Majority—Disorders Occur in Many Districts

LONDON, Dec. 10.—The first week of the general elections ended with both political parties holding their own and 504 seats filled. Complexion of the new House of Commons to date is as follows:

Government coalition: Liberals, 183; Laborites, 32; Nationalists, 53; Independent Nationalists, 7. Total, 278.

Opposition—Unionists, 226.

The closeness of the elections continues to cause wonder, but with only 166 members yet to be chosen, and the certainty that neither side will make important gains, the public is fast losing interest. The country has been surfeited with politics for a month, and is beginning to turn its attention to the neglected holiday season.

Thirteen constituencies polled today, but the results in only five of them are known tonight. David Lloyd George, Chancellor of the Exchequer, who was the most bitterly assailed by the peers of all the Liberals, was returned by his Welsh constituency—the Carnarvon district—with an increased majority.

Disorders are reported from several districts. Women engaged in electioneering have been hit with mud and stones, and the smashing of motor windows has become a favorite pastime.

Lord Kesteven appeared at a meeting in Stamford last night and announced sadly: "I am sorry that I cannot make my speech tonight. The party managers have told me that my speeches are doing more harm than good. They say the workingmen do not like them."

MAURETANIA'S TASK

To Sail From Liverpool To New York and Return Before Christmas Started Yesterday

LONDON, Dec. 10.—With 1,125 passengers and 5,000 bags of Christmas mail, the steamer Mauretania left the Mersey promptly on time this evening in a dash to the United States and back to England before Christmas.

Nobody connected with the company doubts that she will accomplish her record task and land her American passengers on this side of the Atlantic in the allotted 12 days. Wagers have been laid at 5 to 2 that the Mauretania will be in her berth at Liverpool before Christmas eve. When the ship pulled out into the stream, she was given a great sendoff.

Among the passengers are Richard C. Kerens, American ambassador to Hungary and Mrs. Kerens; the Prince and Princess Albert Radziwill and the Baron and Baroness de Bode.

AEROPLANE INDUSTRY

Constructors of Flying Machines in France are Reducing Their Staffs Owing to Slack Business.

PARIS, Dec. 10.—The aeroplane industry in France is at present suffering from a severe slump. Within the last few months orders have fallen off rapidly and three of the constructors of aeroplanes have discharged 122 of their workmen.

This slackness is attributed to the waning interest in flying as a sport in consequence of the number of fatal and other accidents to aviators. Moreover, aviators complain that the cost of flying is so heavy that only those with ample means can take it up.

Manufacturers are turning their attention more and more to the commercial aspects of flying and are trying to develop machines for various practical purposes.

M. Maurice Farman has already completed several "aero-taxis," and takes "fares" for ten minute flights for $40. Rich American visitors to Paris are his most numerous customers.

MURDER WHOLESALE

Three Men and a Woman Beaten To Death on Kansas Farm—Former Hired Man Suspected

KANSAS CITY, Mo., Dec. 10.—The bodies of Mrs. Emeline Bernhard, 75 years old, her son, George, 40 years old, a trapper named Morgan and a hired man named Glenn Cottner, were found on the Bernhard farm at Martin City, fifteen miles south of here late today. All had been beaten to death.

The four persons were last seen alive by neighbors last Wednesday. Suspicion was first excited when the rural mail carrier noticed the mail was not removed from the Bernhard box. He notified neighbors, and this afternoon a number visited the farm and searched the premises.

In the barn the bodies of the three men were found in a manger covered with hay. Their heads were badly crushed. All had evidently been dead several days. In a closet on the second floor of the house the body of Mrs. Bernhard was found. Her skull was crushed.

From the position in which Mrs. Bernhard's body was lying, it is believed by the officers that she was in the barn at the time of the assault, and after being beaten about the head ran to the house and then upstairs, hiding in a closet, where she died. The sheriff is working on the theory that the murder was committed by a former hired hand with whom the owners are known to have had trouble over money. Mrs. Bernhard is said to have been wealthy, and, according to her neighbors, has often had trouble with the men who worked for her because of quarrels over money.

Martin City is near the Kansas City line and the Bernhard farm is in Kansas.

Immigration Increases.

WINNIPEG, Dec. 10.—The total immigration into Canada from April to August, includes 180,336, compared with 105,582 in the same month last year. Increase, 71 per cent.

HEAVY INCREASE IN POPULATION

United States Proper Has Now Nearly Sixteen Millions More Than in 1900—Summary of Census Figures

WASHINGTON, Dec. 10.—In the United States and all its possessions the Stars and Stripes protect 104,100,000 souls. This is the official estimate of the United States bureau of the census announced today, in connection with the population statistics for the country as enumerated in the thirteenth decennial census. It includes the Philippines, Samoa, Guam, Hawaii, Alaska and the Panama canal zone.

Within its borders on the North American continent, exclusive of Alaska, the United States has a population of 91,972,264 inhabitants. In the last ten years the states of the Union had an increase of population of 15,977,691, which amounts to 21 per cent over the 1900 figures. Since the first census was taken in 1790 the country has grown 25 times as large, the population then having been 3,929,214, slightly larger than the present population of Texas.

The growth of the country was greater than has been anticipated by the expert statisticians who have closely watched the progress of the country's population.

HOSTILE FORCES NOT FAR APART

Only Forty Miles Separate Mexican Insurrectos and Federal Troops—Reinforcements Are Awaited by Latter

CHIHUAHUA, Dec. 9.—(Via El Paso, Tex., Dec. 10.)—The federal troops and those of the insurrectionists or "pronunciados," as they prefer to be designated, are some forty miles apart.

The federal soldiers are at Carretas, a hamlet off the railroad in the vicinity of Santa Isabel, west of here. The location is known from several reliable sources. They are awaiting a considerable augmentation of their numbers to make a surrounding movement possible.

The revolutionists were last night within a few miles of Pedernalles. The Associated Press correspondent left them there at noon on Friday, after a three-day trip in their midst, while they were in search of the enemy.

Aviation in Far East

SAIGON, French Cochin China, Dec. 10.—The first aviation meet in the Far East was successfully inaugurated here today. M. Vanderborn made a flight from Saigon to Chalon, eight miles. The natives were wonderstricken.

Fire in Minneapolis Hotel

MINNEAPOLIS, Minn., Dec. 11.—Lives of two hundred guests were endangered this morning when fire practically destroyed the Brunswick hotel, the oldest large hotel in Minneapolis, at a loss of about $100,000. It is believed all the guests escaped. The fire started in the basement under a cafe and spread to the whole structure.

POACHERS OFF WEST COAST

United States Fishing Vessels Engage Freely Within Three Miles Limit Off Vancouver Island Without Molestation

USE WEST COAST PORTS AS DEPOTS

Men From Poachers Land With Rifles, Use Pitlamps After Nightfall to Hunt Deer—Necessity of Fishery Protection

American poachers are thick on the west coast; even proceeding up Kyuquot and other sounds after herring and landing hunters on shore who use pit lamps at night when after deer, according to arrivals by the steamer Tees. The poachers ply unmolested and are seemingly in no fear of molestation; for there is no fishery protection off the island coast. For months it seems they have been in undisputed possession of the fishing grounds off the west coast of Vancouver Island, reaping a rich harvest, not only of halibut, but also of cod and herring. The poachers go freely within the three-mile limit. They make Kyuquot sound and Friendly cove their depots. Two or three of the poaching vessels may be seen at anchor in one of these ports from the steamer Tees on any trip.

On the trip of the Tees from which she has just returned the steamer proceeded to Kyuquot. When rounding Raphael point, on her way out of Clayoquot sound, last Monday morning officers and passengers were surprised to see a string of lights extending from Raphael Point to Estevan. They resembled the street lights of a city. In the darkness Capt. Gillam made out eight poaching vessels lying well inside—on the shoreward side—of his course toward Estevan point.

Tells of Poaching.

Speaking of the manner in which the poachers work without molestation off the west coast, an arrival by the steamer Tees said: "Without attempt at molestation or interference on the part of Canadian fishery protection vessels the poachers proceed up into Kyuquot sound, Friendly cove or Sidney inlet, and engage in fishing even in those waterways, now teeming with herring. They get herring for bait in the west coast inlets. Not only do they poach in the Canadian waters by day, but land to violate local laws on shore. With rifles and pit-lamps buckled to their heads they hunt for deer to stock the larders of their vessels. From the steamer Tees the sound of rifle shots is often heard echoing from isle to isle. Settlers and Indians are not allowed to use lights, but the poachers do so without interference.

"The poaching vessels do not seem to have any fear of the Kestrel. They seem to be well informed of her movements. At rare intervals the fishery protection steamer visits the west coast and may be seen steaming on a calm day, floating her blue ensign. The west coast settler knows, however, that the poachers wait outside the three-mile limit until her cruise is over, knowing it will be some months before she is seen again off the Vancouver Island coast. The settler on the island coast is chagrined to see how impudently the poachers work, looting the Canadian fishing grounds.

"There is no protection, and travellers and settlers who are aware of the state of affairs on the west coast fishing grounds, are hopeful that the Dominion government will take measures to stop the work of the poachers both at sea and on shore, for not content with looting the Canadian fishing banks they have been lately also engaged in slaughtering the island game."

HIS FATE MADE KNOWN

Skeleton of William Johns, Who Was Lost While Hunting, Discovered Near Nanoose Bay

NANAIMO, Dec. 10.—What is supposed to be the remains of Wm. Johns, who was lost in the woods two years ago near Nanoose Bay, have been found.

At that time Johns, in company with another man, went to inspect some claims in that vicinity ,and when the other man left to come out home to Wellington Johns remained in the woods in search of game. From that time nothing more has been either seen or heard of Johns until yesterday his skeleton was found by Mr. T. Budge, who was out on a hunting trip.

Dozens of search parties went out after Johns, and the tragedy of his disappearance was further accentuated by an accident to one of the hunting parties, by which a man named J. Holden was fatally shot. All the searching was fruitless, and Johns was never discovered. Mr. Budge was out in the woods yesterday after deer in the district, where Johns disappeared. On top of a high ridge he came upon a rifle leaning against a rock, and some distance from this he found what are supposed to be parts of the skeleton of Johns. Clothing was scattered all around in shreds and patches. He was unable to locate the whole of the skeleton. The skull was broken up, the legs were gone, and the largest complete section was the spinal column.

The finding of the skeleton was reported to the provincial police, who have gone to investigate.

HATTIE LEBLANC'S CASE

CAMBRIDGE, Mass., Dec. 10.—For the first time since the servant girl, Hattie Leblanc, was placed on trial twelve days ago for the murder of Clarence F. Glover, her employer, evidence that a woman was seen on the night of the crime in the immediate vicinity of the laundry in Waltham, where the shooting is said to have occurred, was introduced today. Two witnesses saw a woman hurrying out of an alleyway behind the laundry on that night. One of them, Isaac Walker, a car carpenter, said that the woman's face was flushed and her manner nervous.

Made curious by her strange appearance, Walker said he followed the woman who went a short distance on a trolley car, left it and joined a man on the street and a little later left this man and disappeared behind a fence on a vacant lot. The man soon afterwards went into a house which witness later learned was the home of Clarence Glover.

"It was a woman, not a child," said Walker, when the 17 year old defendant was led before him for identification. "It could not have been Hattie Leblanc."

Charles Ebenner, sexton of a church in Waltham, the other witness who said he saw the strange woman emerging from the laundry alleyway, declared it was not Hattie Leblanc.

Mrs. Lillian M. Glover, the widow, who has been the principal of the attacks of the defence, took the stand again today and denied that she ever had threatened to kill her husband or had bought a revolver.

WORLD'S NAVIES ARE COMPARED

United States Still Occupies Place Second to Britain in Strength—Germany Climbing Up Fast

WASHINGTON, Dec. 10.—The United States closes another year in second place among the world's naval powers. The great navy building race between Germany and Great Britain has not brought the former country up to the United States, in the number of battleships afloat, but in ships projected and in the total number of war vessels of all kinds, Germany will crowd the United States to third place.

These facts are shown in the new navy year book prepared by Pittman Pulsifer, clerk to the Senate Committee on Naval Affairs, and soon to be issued by the government printing office. In armored cruisers, although the technical division made in the United States indicates Germany to have more than the United States, the actual strength of the United States exceeds that of its European rival.

The compilations of Mr. Pulsifer show the world powers to rank as follows as to completed ships:

	Total Ships	Tons.	Large Guns
Great Britain	472	1,859,168	288
United States	152	717,702	136
Germany	403	556,306	100
France	403	556,306	57
Japan	189	413,291	60
Russia	201	284,113	26
Italy	114	219,959	26

In ships completed, building and provided for by the various countries Germany's number rises to 255, with a displacement of 963,845 tons, while the United States has 177, with a displacement of 878,152 tons. At present the floating navies of the leading powers have Dreadnought vessels as follows: England 11, with displacement of 203,100 tons; United States 4, displacement 72,000; Germany 4, displacement 72,000.

The year book shows that when vessels now being constructed and those for which funds have been provided are completed, the Dreadnought strength of the three countries will be: England 27, with displacement of 558,900 tons; Germany 17, displacement 357,000 tons; United States 10, displacement 221,650 tons.

Modern Military Ideas

BERLIN, Dec. 10.—In the Reichstag today General von Neerinnen, Prussian minister of war, describing the government's plans of enlarging the army, declared: "The organization of an automobile battalion is required. The progress of aerial navigation demands the organization of three aeronautical battalions of two companies each."

Mr. John T. Roberts, of Victoria, has left on an extended visit to England.

FORTY-FIVE DIE IN COAL MINE

Explosion in Colliery at Bellevue, in Crow's Nest Pass, Costs Lives of Miners and Members of Rescue Party

RESCUERS IMPRISONED BY FALL OF ROCK

Some of Those Removed Alive Expected to Die—Many Men From Other Collieries Arrive to Give Assistance

NELSON, B. C., Dec. 10.—There are still twelve men to be accounted for in the Bellevue disaster at the Western Canadian collieries' mine, the original accident having been followed by another which involved the entire rescue party from Hosmer, Frank and Bellevue, consisting of forty-four picked miners.

The rescue party entered the mine last night and worked with unceasing energy until five this morning, when a cave-in occurred which imprisoned the entire party. Of these two were specially trained rescuers and were equipped with the provincial government apparatus, including oxygen helmets. The members of the rescue party have been released, but many are in a precarious condition. Small hope is entertained of the recovery of Dr. McKenzie of Blairmore, and others may die.

Thirty-three bodies have already been recovered, all members of the forty-five at first imprisoned in the mine, and twelve are still unaccounted for. The bodies are being piled up in the wash house as rapidly as they are taken from the mine, but, particularly in the case of the foreigners, identification is difficult. In some cases the bodies are [illegible] mutilated, the head being crushed and the feature unrecognizable.

The work of rescue is proceeding methodically and the mine is devoid of the harrowing scenes usual in such cases, the wives and children of the entombed miners having been kept from the scene.

Among the rescued is Ike Hutton, who owes his life to the gallantry of his brother Jack, a miner at Frank. Jack entered the mine, succeeded in locating his brother, and was himself imprisoned by the cave-in, but both were eventually rescued.

No further difficulty is expected in reaching the interior of the mine, and dead or alive, the last of the party will soon be brought to the surface. Doctors are laboring incessantly to revive those brought from the chokedamp-laden tunnels. When the work of rescue is concluded an inquest will be held before burial certificates are issued. Every coal mine in the district is closed to enable the miners to take part in the work of rescue, and relief trains have arrived from every part of the Crow's Nest.

Prominent among the rescuers is Father Lajat, a Roman Catholic priest, who has done much to comfort the dying and to bring to the surface the dead and living.

All last night carpenters were at work making boxes to temporarily contain the bodies, and as rapidly as the dead are recovered they are placed therein. Sixty coffins have been ordered by express and will be used at the funerals.

Forty-five Bodies.

LETHBRIDGE, Alta., Dec. 10.—At 9 o'clock tonight forty-five bodies have been recovered from the mine of the Canada Collieries Mines, Limited, at Bellevue, Alta., where an explosion occurred last night.

These include thirty-five employes and ten members of the rescue party from Hosmer and Frank, who went into the mine at 5 o'clock this morning and were imprisoned by a cave-in.

All the missing now have been accounted for. It is thought that several injured men will die. Hundreds of men arrived today from adjoining camps in the Crow's Nest district to assist in rescue work.

Three of the dead are Englishmen, Joseph McGuff Herman Tippe and Isaac Hutton.

The mine employed four hundred men nearly all Italians or Slavs. The explosion which caused the disaster occurred last evening, and is thought to have been due to coal dust. Afterdamp quickly brought death to any who escaped the direct force of the explosion. The mine has been worked by day and night shifts, and fortunately there were fewer men than usual at work when the explosion occurred. A fall of rock and coal followed the explosion, cutting off all chance of escape.

Upon receipt of the news the provincial department of mines ordered Inspector Evan Evans, stationed at Fernie, to proceed at once to Bellevue, Alberta, with the provincial mine rescue apparatus to aid in the rescue work at the disaster there.