

RITRY PROVINCE

Subject of First Man Thinks

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hat Mr. ...ferred... the... ment, ... And... by a...

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together unsatisfac... shall be of the... means noth... and the max... of the Colum... which re... details are se... A thorough... said over.

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first mortgage on... for the remainder... It is therefore... he cannot, give... will.

of the last clause... Should the... pay any money... Railway Com... against all such... upon the whole... intention of both... be built without... of British Co...

northern will enter... from the lines... rest on this con... that a large pr... at the present... materials and m... it is very doub... would be able to... line already built... they will have to... a country like... non-productive... also have to pay... which will equal p... there for... both?...

the Columbia point... the resignations... men who are not... real nature of the... Mr. McBride and... the government as... regarded, partic... bring down the... in when produced... to be strong, con... their party—and... reluctance. The... action by pressure... them is absurd to...

most reprehensible... people on an ar... misleading them... only a few weeks... been submitted to... appealed upon it... ATERSON."

LIE PASSED AT COOK LECTURE

EXPLORER HAS LIVELY TIME IN MONTANA Resolution Expressing Confidence in Veracity of Guides is Adopted.

(Times Leased Wire.) Hamilton, Mont., Oct. 29.—At the conclusion of a stormy session in the opera house here last night, during which charges and counter charges were hurled back and forth between the friends of Edward N. Barrill and Fred Prutz, and those who declared they desired to see fair play given to Dr. Frederick A. Cook in the home town of the guides, the audience adopted by a large majority vote a resolution expressing confidence in the veracity of Barrill and Prutz, the resolution being presented by City Attorney Wagner, counsel for the guides.

While the action of the meeting was unfavorable to Dr. Cook, the explorer took it coolly and calmly and evinced no indications of having taken the matter to heart at all.

The excitement of the meeting did not come until after Dr. Cook had delivered a brief lecture on his trip to the North Pole, and had delivered his supplementary speech regarding the ascent of Mount McKinley.

As soon as he had finished, Attorney Catchfield, counsel for the guides, arose and challenged the statements of Dr. Cook. This precipitated an animated discussion on the part of the partisans of both Cook and Barrill, which was finally called to a close by the speaker, who declared that Cook's statements regarding the Mount McKinley affair were incorrect. Dr. Cook replied by asserting to Barrill's face that the latter's statements were false.

Barrill answered the doctor's assertion by demanding to know why the doctor did not make an affidavit to the effect that he had scaled the mountain.

The challenge had no sooner been issued than it was accepted by the doctor, and an affidavit was made by the explorer on the platform in the presence of the audience, in which he declared that he did ascend Mount McKinley, that Barrill was with him at the time and that the records of his ascent were left on the summit of the peak.

Further discussion of the disputed ascent led to the bandying of charges and counter charges back and forth at a lively rate. Barrill's attorneys and friends denounced the statements of the doctor and others, contended for fair play to all.

Queen Alexandra, in a letter received from Dr. Maurice F. Deegan, American minister to Denmark, conveyed her greetings to Dr. Frederick A. Cook, and expresses absolute confidence in his polar achievement.

Dr. Egan's letter, which is dated October 7th, in part says: "On Sunday night last, at the King's dinner at Charlottenlund, Her Gracious Majesty, the Queen of England, was kind enough to talk a long time to me and you were the principal subject of our conversation. She is almost as ardent a Cookeite as my daughter, Carmel, or the Countess of Holstein-Ledeborg."

"She said, 'When Lieut. Shackleton comes on Saturday I shall endeavor to convert him, if he is not already converted.'"

KILLS HUSBAND AND ATTEMPTS SUICIDE Goldfield Broker Shot, After Quarrel—Woman May Not Recover.

(Times Leased Wire.) Goldfield, Nev., Oct. 29.—Mrs. Anna Parkison, who shot and killed her husband, Webb H. Parkison, here last night following a quarrel, is still alive today but there is very little chance of her recovery from the pistol wounds she inflicted upon herself.

The case has caused a great sensation as it was not known here that Parkison was married. He was a young stock broker and mining man.

EARL CREWE MAY COME TO CANADA

LIKELY TO BE NEXT GOVERNOR-GENERAL Lord Morley Also Mentioned as Successor to Earl Grey.

(Special to the Times.) Ottawa, Oct. 29.—The cable announcement from London that Canada's next Governor-General will likely be a member of the Asquith cabinet is taken in well informed circles here to refer to the present Colonial Secretary, Earl Crewe. It is believed here he would be most likely the first choice of the Imperial government as successor to Earl Grey if he desires the position.

ROASTED TO DEATH IN FIREBOX OF ENGINE

Fireman Thrown Into Flames When Train Collides—Yardmaster Also Killed.

(Times Leased Wire.) Rochester, N. Y., Oct. 29.—Two men were instantly killed and a third badly injured at 7:30 o'clock this morning in a rear-end collision on the New York Central railroad near the Kent Street yards.

Fireman Rheinhardt Strasser met a horrible death when he was thrown from his seat into the fire box of the locomotive and roasted alive. Night Yardmaster Chapman was buried under the wreckage and instantly killed.

UNIONIST WINS IN BERMUNDSEY

LIBERALS LOSE LONDON CONSTITUENCY Conservative Press Declares Result is Death Knell of the Budget.

(Times Leased Wire.) London, Oct. 29.—The bye-election yesterday at the Bermundsey division of Southwark, a parliamentary borough of London, resulted in a sweeping victory for the Unionists. John Dumphreys, Unionist, won the three-cornered fight with a plurality of 987, overcoming the Liberal majority of 1,759 in 1906.

The vote follows: Dumphreys, Unionist, 4,278; Hughes, Liberal, 3,271; Dr. A. Salter, Socialist, 1,435. The Unionist victory is considered a severe reverse to the supporters of the budget in the election was expected to afford a test of the feeling in London and the country generally on the impending struggle in parliament.

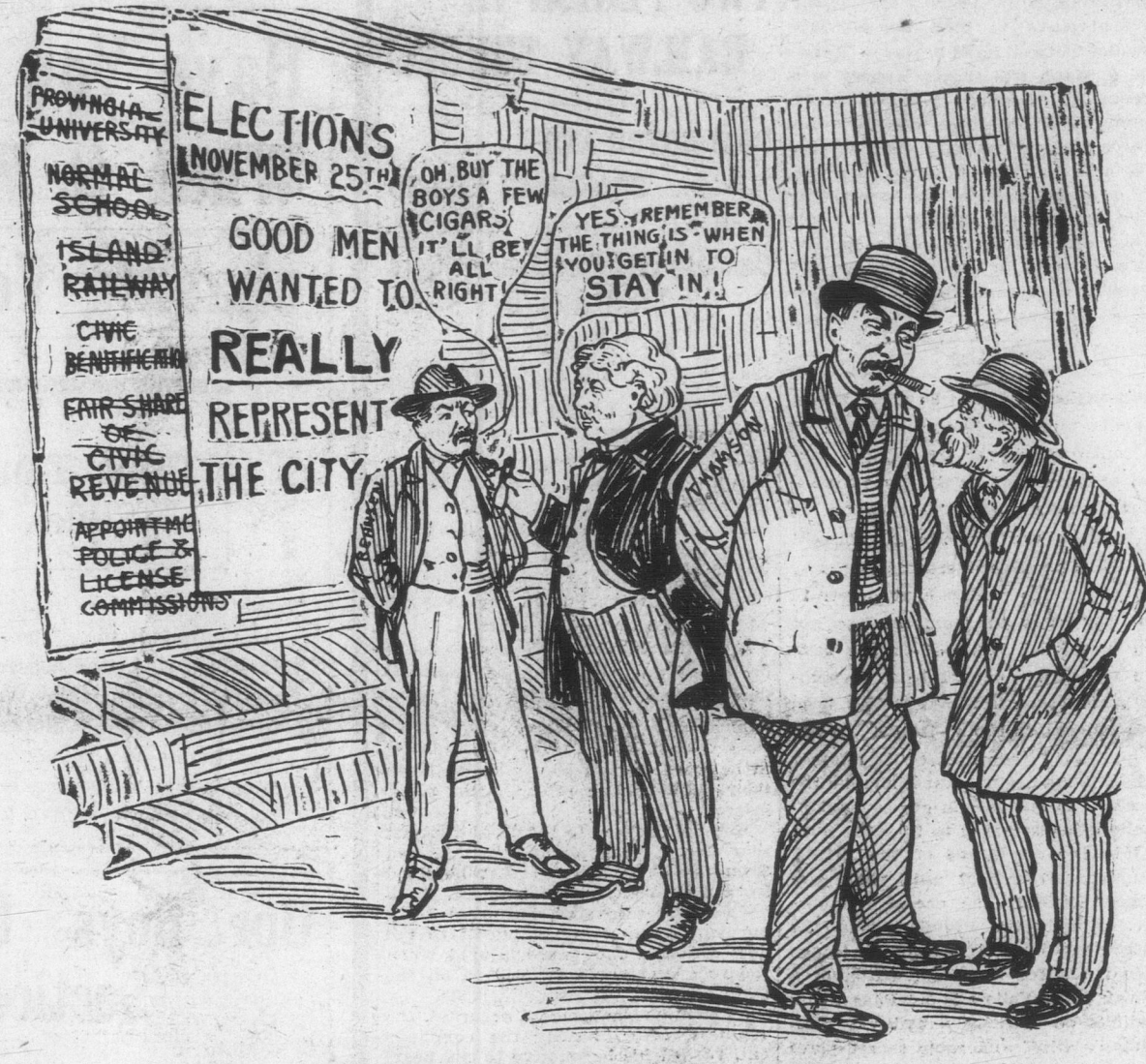
It resolved itself into a question of the budget against the tariff reform, and whatever the outcome might be, it was looked upon as forecasting the result of a general election, should that be held.

The whole Conservative press claims that the result of the Bermundsey election is the death knell of the budget and a victory for tariff reform. Bermundsey is a typical working class constituency, and although Dumphreys failed to secure a majority over the combined votes of his two opponents, who both are in favor of the budget, the Conservatives are convinced that the election proves there will be no landslide for the budget.

According to the most reliable information, the leaders of the Conservative party have definitely decided that the Lords will reject the budget and that therefore a general election is probable in January.

SEVEN INJURED IN COLLISION

Huntington, Ind., Oct. 29.—Seven persons were injured, two probably fatally, when a freight train to-day collided with an immigrant train at Tocsin, Ind.



NEARING THE TESTING TIME. Fred.—H. B., can't you think of ANYTHING we have done? H. B.—Nary a thing! Now, if the question was only what we HAVEN'T done, Fred, I could fill a book.

MEANS MUCH FOR ISLAND

BIG PULP INDUSTRY IS NOW ASSURED

Town at Powell River Will Necessitate Building Railway to Comox.

That another great enterprise has just been launched which will have a tremendous bearing upon the development of Vancouver Island, and that as one feature there will arise an early necessity for the extension of the Esquimalt & Nanaimo railway to Comox, is the opinion of J. J. Shallcross, who has just returned to the acquisition of lands for pulp mill purposes by the Brooks-Scanlan Lumber Company.

Mr. Shallcross has been acting as attorney for the Canadian Industrial Company, who has just closed a deal with the Brooks-Scanlan concern for the transfer to the latter, through C. F. Pretty, who held an option on 230 acres of mill leases on the Mainland and the east coast of Vancouver Island. These lands all lie north of Seymour Narrows, though the mill site will be at Powell river, opposite Comox, the site of the mill course being fixed by the location of the water power which is available.

The Brooks-Scanlan Lumber Company ranks with the famous Weyerhaeuser firm as the foremost concern in the handling of timber industries on the continent of America and has abundant capital at its disposal. As the company is under contract to have the mills open and in operation before the close of 1911, it will be seen that no time is to be lost in pushing the huge enterprise to completion.

Mr. Shallcross, who has always been most enthusiastic regarding the wealth and splendid future of Vancouver Island, is firmly of the opinion that few transactions have taken place in recent years so important to this section of the province. The creation of a town at Powell river, which is now assured as a result of this enterprise, will, he says, assuredly have the effect of hastening the extension of the E. & N. railway to Comox, which lies just across from Powell river, a distance of 35 miles separating the two places.

He argues in this connection that those who will be resident at the new town at Powell river will perforce be compelled to trade with the place most conveniently situated to be a base of supply. It is obvious that they will, because of distance, be out of touch with the commercial communities at points south on the Mainland, and that therefore the trade will gravitate to Comox and thence to Victoria. To cope with this business which will result, it will be imperative for the C.P.R. to push the E. & N. along to Comox; and when the connection has been made another opportunity will be given the wholesalers of Victoria to increase their trade.

In this connection it may be mentioned that a Times reporter in conversation with R. Marpole, of the C.P.R., the other day, learned that the Comox extension was a very live project and one likely to be undertaken at an earlier date than was commonly anticipated. Mr. Marpole said that the E. & N. would be gradually extended in the direction of Campbell river; that already some preliminary work has been done in locating the line to Comox and that when the rails had been laid to Campbell river this would be the main line of the E. & N., the line to Alberni being a branch, with a junction at Parksville.

Included in the deal which has just been completed by the Brooks-Scanlan Company are 3,000 acres on either side of the Powell river. Crown-granted land, and a power right on the river.

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REALTY DEALS AT SHOAL BAY

BIG BLOCK WILL BE SUBDIVIDED

Dawson Man Invests While Passing Through City.

The realty deals reported recently have been confined very largely to small blocks. Now comes word of a big deal in purely residential outside property which indicates that people are looking for building sites. The latest deal is for 42 acres of waterfront land near Shoal Bay and Gonzales Point, in the municipality of Oak Bay. This is just at the foot of Gonzales Hill, facing the sea and having a water frontage of about 3,000 feet. Every point has an excellent view of the straits and of the mountains beyond.

The property in question is part of the old Green-Worlock estate, but has been held for some time by F. M. Rattenbury, from whom it has just been purchased. It is being taken by a syndicate who propose to form a company to handle it. Surveyors will go on the ground at once, and it will be put on the market in acre lots. The deal was negotiated by C. C. Pemberton, of this city, being closed yesterday.

Another lot sold through the agency of Mr. Pemberton in the same neighborhood on Irving road was bought by a local man for the purpose of erecting a residence.

A third deal has been reported from the same neighborhood, the buyer in this case being a Dawson man who was passing through the city, and who was struck with the beauty of the place. He purchased nine acres at Gonzales Point, adjoining the 42 acres reported above, and it is thought will erect a residence there. He is now on his way to Scotland, and on his return will ride there. This property is at present used as a market garden. This takes practically all the land surrounding Gonzales Hill, with the exception of the City cemetery.

The Gonzales district and that along Foul Bay road has been rapidly growing up into a purely high class residential place. A large number of fine houses have been built there, and more are to go up in the near future. The road leading down to the beach has been macadamized recently, and the district is developing fast.

The purchasers of the Rattenbury block are trying to arrange to continue the beach drive, right through their property, joining with present road. If this were done there would be a beach drive all the way round the waterfront of the Oak Bay municipality.

SENTENCED TO DEATH

Toronto, Oct. 29.—Paval Stefoff, the Macedonian, who murdered Val Smirzeff in a Macedonian settlement house last April, was sentenced to hang on December 23rd by Justice Blodgett yesterday. The court was crowded. An appeal will be made.

LETHBRIDGE WHEAT WINS

Winnipeg, Oct. 29.—A dispatch from Billings, Montana, states that Lethbridge wheat took first prize against exhibits from all parts of the world.

SUBSIDY RENEWED

Ottawa, Oct. 29.—The government has renewed the contract with the Allan Maclean & Co. for the operation of the line for the Franco-Canadian steamship service for a subsidy of not more than \$200,000 per annum.

RAILWAY COMMISSION WILL DECIDE RIGHTS

City's Case in Regard to Use of E. & N. Bridge Heard Friday—Delay in Opening Swing.

The case of the citizens of Victoria in support of their right to free access to and forth across the E. & N. railway bridge was presented before the railway commission on Friday at a sitting in the court house here.

The commissioners sitting were D'Arcy Scott, K. C., assistant chief commissioner, and Dr. S. J. McLean. The officials of the board in attendance were E. A. Primeau, deputy registrar; H. A. K. Drury, assistant engineer; and T. P. Owens, stenographer.

The city was represented by W. J. Taylor, K. C., city barrister; C. D. Mason and J. P. Mann, city solicitors; Mayor Hall, City Clerk, Dour and City Engineer Topp. J. E. McMullen, Vancouver, appeared on behalf of the C. P. R. There was a number of C. P. R. officials, including Richard Marpole and F. W. Peters, Winnipeg.

The City's Case. Mr. Taylor went into the early history of the crossing of the inner harbor there by an old highway bridge and afterwards by a ferry. When the E. & N. was extended into the city, he said, a bridge was planned, the plans of which showed footways on either side of the structure. Upon submission to the city these were approved by resolution and, that removing any possible objection, the public works department granted the application for approval of the plans. On March 28, 1888, the bridge was opened by Mr. Dunsmuir in presence of some two thousand people, after which the people had walked back and forth over it. Originally the structure had been intended for vehicular purposes, but owing to discussion as to who should bear the cost of making it fit for vehicles in addition to foot passengers that part dropped. It was compromised in the way of a foot-bridge on the side.

Dr. McLean said the commissioners had very carefully viewed the scene yesterday. It looked on the other side as if at one time it had been intended for vehicular use but he saw no sign of it being so used.

"It was used for some time that way," Mr. Taylor said, "but from March, 1888, to July, 1909, the public has used this bridge as a footway, being a great convenience to the residents of Victoria West."

"Are you satisfied with the temporary accommodation you have to-day?" asked the chairman.

"No, we are not, because it cuts off the passenger walk on one side and necessitates buying private property," The Company's Claim.

Mr. McMullen said the old bridge fell into disrepair in 1864, over 20 years before the present structure was thought of. When the construction of the present bridge was first contemplated the original plan was to have the terminals on the Indian reserve, the company having an excellent view of the city and a sufficient area of the reserve for that. The idea was to have a roadway from Store street to a bridge which was to be the entrance

to the station grounds on the other side. There never was any agreement with the city. True, people had been going over the bridge, but that was what had been intended to be the way to the station. As traffic increased there was great risk to life and the climax had come when a citizen was injured a year or so ago.

"But that was a mile away from the bridge," Mr. Taylor pointed out. Mr. McMullen contended that only a short distance was saved by the use of the bridge.

"When did you know you were not to have the Indian reserve land?" asked the chairman.

"We don't know yet; we still hope to get it," replied Mr. McMullen.

The chairman drew attention to the fact that the order in council approving the plans spoke of the bridge as for railway and traffic purposes. The railway must have intended to use it for railway purposes then.

Mr. McMullen reiterated that there had been no agreement with the city to erect a traffic bridge, but the bridge had been built voluntarily. It would be necessary to make improvements in the present bridge, and the company did not want anything to prevent or hinder such works. There was now a passage-way, and the company thought this all the convenience the public needed. If the city desired to have a bridge the company was ready to negotiate as to cost.

The chairman remarked that the point at issue seemed to be whether or not there had been an agreement. The fact that there had been a previous right of crossing at that point would seem to indicate that there might be such.

Robert Dunsmuir's Agreement. City Clerk Dowler put in the minutes of the council meeting of June 29th, 1887, when the mayor and council reported the result of an interview with the late Robert Dunsmuir, president of the E. & N., following which a resolution was adopted on motion of Councillor Higgins, seconded by Councillor Pearce. In this the council expressed its having heard with pleasure the report of the fact that Mr. Dunsmuir had announced the intention of the company of building a railway, foot and vehicle bridge, which should be for the use of the public forever, and to bring the railway within the limits of the city. Thanks were expressed to Mr. Dunsmuir and ordered to be sent to him and to the Dominion government.

Evidence was also given of consent being given to the company putting up buildings on Store street, Mr. Taylor presenting this as proof of the friendly relations between city and company.

Mr. Higgins recalls clearly that David W. Higgins, who was a member of the council in 1887, told of the interview which the civic deputation had with Mr. Dunsmuir. They waited on the president in his office on Government street, and the result of it was that he said the company would build a bridge and make it a free traffic bridge.

(Concluded on Page 6.)

EXPLOSION IN MINE IN WALES

TWENTY-TWO MINERS PROBABLY KILLED

Three Members of Rescue Party Crushed to Death by Fall of Earth.

(Times Leased Wire.) Darren, Wales, Oct. 29.—Twenty-two miners are entombed in the shaft of the Rhymney Iron Company, which was wrecked by an explosion occurring while 48 men were entering the shaft. Eighteen of the number escaped unaided, while rescuers saved eight.

Three rescuers were caught in a mass of falling earth and instantly killed while attempting to rescue the entombed miners.

Already eleven bodies, including that of Manager Bowen, have been recovered, and the rescuers entertain little hope of finding any of the entombed men alive.

CROKER RETURNS

Denies He Intends to Oust Murphy as Leader of Tammany.

New York, Oct. 29.—Richard Croker, formerly "boss" of Tammany hall, returned to this country to-day. He denied to the reporters that he intended to oust Charles F. Murphy as leader of the Tammany forces and resume control himself.

Croker announced that he was en route to his Florida home.

MILL BURNS

(Special to the Times.) Revelstoke, Oct. 29.—The Big Bend Lumber Company mill at Arrowhead was destroyed by fire last night.

ILLNESS OF COL. McLEAN

St. John, N.B., Oct. 28.—Col. McLean, M. P. for Queen's and Sunbury, is seriously ill at Baltimore, Md., and will undergo an operation there.