

## CANCEL PAPERS OF A. A. SEARS

### ENGINEER AND MATE UNDER SUSPENSION

#### Marine Court Finding in Wreck of Iroquois Lays Blame on Officers of Ship

(From Thursday's Daily.)

The certificate of Albert A. Sears, master and part owner of the wrecked steamer Iroquois, is cancelled, the certificate of mate John Isbister is suspended for six months and the certificate of Engineer William Thomson is suspended for nine months according to the finding of the court of Marine Inquiry handed down in the Admiralty court this morning.

With respect to the captain, Albert A. Sears, the finding says that after reaching shore he was not justified by the evidence, yet he failed to perform his duty in regard to rescue work and in regard to the stowage of the cargo, and also failed in his ability as a seaman and master.

With respect to John Isbister the court finds he was incompetent and recommends that at the expiration of the six months' suspension of his certificate he should be required to satisfy the examiner of masters and mates of a sufficient knowledge of stowing cargo. The finding says that the period of suspension would have been increased had it not been for the work done by Isbister in saving life after the wreck.

With respect to William Thomson the finding says he left the engine room while the engines were in motion because circumstances warranted him in doing so.

The wreck is held to have occurred through negligence of stowing cargo. The drop window sashes are condemned and the lifeboats are held to have been improperly constructed. The court also finds that the Iroquois was not properly secured to alterations to the boats. The finding in full reads as follows:

On the morning of the 10th day of April, 1911, the crew steamer Iroquois of the sailing deck type, Albert A. Sears, master, registered at Victoria, No. 10782, registered tonnage 94.88, length 20 feet, depth 8.1, built of wood at Port Moody, B. C., in 1900, and licensed to carry 65 passengers, with about 100 passengers on excursions, foundered about three-quarters of a mile from Sidney wharf, V. I., on approaching Canal Pass, about one-half mile off Shell Island, whereby about 21 lives were lost. She had left the wharf about 9 o'clock, the master being in charge, and there was a strong S. E. wind blowing with hard squalls and the tide was at the last of the ebb or slack water, according to the tide table.

After having heard the evidence of a great number of witnesses in the course of the hearing, which occupied eleven days, this court has reached the following conclusions:

1. That the disaster was caused by the fact that shortly after leaving the wharf the ship became subject to a heavy beam sea which made her roll violently and owing to the improperly distributed weights, with a disregard of ballasting and a negligent manner of stowing cargo, which caused her to shift during the heavy rolling, her stability was impaired to such a degree that it rendered her recovery impossible, and this was accentuated by the improper stowing of twenty-six tons of hay and a ton and a half of iron bars on the promenade deck. We are unable to accept the explanation offered by the master that the loss of the ship was occasioned by her being damaged by a dislodged pile before she left the wharf; the evidence being sufficient to support such a theory.

2. The result of the ship heeling to such extent was rendered more dangerous by the final submersion of improperly secured apertures, that is to say, the windows on the main deck, which to their faulty construction, being merely ordinary drop window sashes glazed with common glass, were pressed to keep out, or prevent for any appreciable time the ingress of water. If these apertures had been properly constructed ports, or even if the windows had been provided with properly fitted deadlights, the reserve buoyancy of the ship might have been maintained, or at least maintained long enough to give time to beach the vessel, as was attempted to be done, the shore being the short distance of half a mile away.

We are of the opinion that in the construction of ships of this class, windows of this type should be prohibited in any portion of the ship where her reserve buoyancy could be impaired by the entrance of water, and their presence in the Iroquois was a violation of Section 14 of Part VII of the Inspection Rules, which requires that "All gangways and openings on, or below weather deck should be fitted with covers in such a manner that they can be quickly and efficiently secured."

3. With respect to the boats, after an inspection of them in the light of the evidence, we did not find them to be wanting in number or cubic capacity. The boats were not "built whale-boat fashion," as required by Sec. 2, Sub-Section (d) of Part VIII of the Inspection Rules, and they were of defective construction in two main particulars, viz: (1) the gunwale was placed only five inches below the level of the gunwale, thereby rendering it impossible for the rowers to handle the oars properly—the standard distance being ten inches; and (2) the gunwale was of so light and weak construction that it could not properly be described as a gunwale, being unable to hold the rowlock, and this also rendered the boats unduly liable to such damage as in fact occurred in the disaster when both boats were so badly damaged that they were unfit for their intended purposes. In his answers to the court the Inspector of hulls and equipment, John

C. Kinghorn, admitted that he was aware of the defective position of the thwart, saying, "I consider myself that the thwarts were a little high up," and also that the gunwales were inadequate, and that the boats were not "built whale-boat fashion," but sought to justify himself by referring us to Sec. 12, Sub-sec. (d), which provides that:

"(a) In carrying these instructions into effect, inspectors are to be careful not to interfere unnecessarily with boats supplied previous to 1904 in accordance with the rules of 1897; but in the case of new boats coming under survey for the first time, as well as in all cases in which the fittings, or the boats require renewal, the rules contained in these instructions are to be strictly adhered to. This also applies to the other equipments required on board the steamboat."

But in our opinion this section affords him no excuse because under no circumstances could it be said that to insist upon such essential matters as properly constructed thwarts and gunwales, a thing which designs would be "interfering unnecessarily" with boats supplied previous to 1904 or any other time. And we further are of the opinion that the time has come when all strictness in equipment based upon the rules in which it was supplied should be abolished, for there is no good reason why the public should be less safe in ships built before 1904 than after that date.

The court cannot leave this phase of the matter without expressing its belief that had the boats been constructed and maintained according to the inspection rules the loss of life would have been considerably lessened.

4. With respect to the engineer, William Thomson, and the fireman, Andrew Olson, it is established by the evidence that the latter was allowed to keep the afternoon watch just as though he had been a certificated engineer, a thing which is prohibited and penalized by Secs. 641 and 666 of the Shipping Act, as amended in 1908, secs. 20 and 22. The harmful consequences of this unlawful arrangement became evident at the time of the accident, when, instead of the fireman being in the engine room attending to his duties he was engaged in eating his breakfast, so that when the disaster occurred the engineer had to temporarily leave his engines, as hereafter mentioned, with no one in charge of them. The court feels it necessary to remark upon this difficulty experienced in finding the exact time of the accident, because, as by the said Olson, there being an obvious attempt to conceal them, but this difficulty would not have arisen had the crew signed articles of agreement as required by the statute; secs. 152 et seq, or 323 et seq, which can be signed before any "responsible witness." It was surprising to learn from Captain Sears that he had never thought it necessary to comply with the statute in this respect, the excuse given being that he had never been called upon by the proper authorities to do so.

5. There does not appear to have been any proper means of communication between the wheel house and the engine room, the consequence being that when the master wished to speak to the engineer he would blow his steam whistle, and the engineer, at the time in question when the engineer wished to communicate with the master when matters were reaching the acute stage he left his engines and went out on deck to report to the purser, telling him to inform the captain of the danger. Such a condition of affairs emphasizes the necessity of enforcing to the fullest extent the provisions of sec. 621 of the Shipping Act requiring "tubes of proper size so arranged as to transmit the sound of the engine bells to the pilot house, or other arrangement approved by the inspector of ships, and in such a manner as to be heard by the crew." It is difficult to understand why, if this tube had been installed and was in good order, it was not made use of on this occasion. While we realize that in small vessels such as this class an elaborate or expensive system would be out of place, yet there is no reason why by means of a cheap and simple fixture the sound tube should not be utilized as a voice tube.

6. We repeat the recommendation of this court made in the judgment in the Sechelt case on the 1st instant, regarding the appointment of new inspectors who should carry out their duties strictly and not confine their inspection to stated intervals, but make them when unexpected, and add that in the course of this and other recent investigations the necessity for a thorough revision of the Shipping Act, and the need for a more complete system would be out of place, yet there is no reason why by means of a cheap and simple fixture the sound tube should not be utilized as a voice tube.

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9. Finally, and with respect to the officers, the court finds that:

(a) The mate, John Isbister, was incompetent and responsible for the negligent and improper stowage of the cargo inasmuch that although he had ample time to stow and secure it so as not to impair the stability of the ship, and also to prevent its shifting, yet he failed to perform his duty in this respect and neglected to do so. In the circumstances his certificate should be and is hereby suspended for a period of six months from this date, which period would have been increased had it not been proved in evidence that the mate was in fact saving life when the wrecked drifted ashore. But for the better protection of the public in future his certificate shall not be restored to him at the expiration of the said period unless he shall witness that time have satisfied the Examiner of Masters and Mates of his sufficient knowledge of the stowage of cargo.

In this relation it is to be observed that the rules and regulations governing the examination of masters and mates of coasting and inland waters, 1907, only require that mates in the coasting trade "must have served two

years at sea." But seeing that even an A. B. is required by the Merchant Shipping Act, 1906, sec. 48, to serve three years before the mast it seems anomalous and inexplicable that an officer should be permitted to have less sea service as his qualification than an A. B. Furthermore, the rules for the examination of mates require revision generally so as to insure greater efficiency.

(b) That William Thomson, the engineer, left the engine room, of which he was the officer in charge, while the engines were in motion, before circumstances warranted him in doing so, and he also failed to realize his additional general responsibility and duty as an officer of the ship as well as an engineer. His conduct all through the disaster appears to have been on the principle of "everybody for himself," to use his own expression to the purser, and therefore his certificate should be, and it is hereby suspended for a period of nine months from this date.

(c) With respect to Albert A. Sears, the master, while no fault is to be found with his conduct after he reached the shore from the wreck, and the harsh comments made about him in that respect were not justified by the evidence, yet he failed to perform his duty in either personally making a more determined effort to rescue the people in the water, or alternatively in staying by the wreck to the last, and sending the mate to their assistance. Also, in addition to his general responsibility as regards the stowage of the cargo he assumed responsibility that morning for the negligent and improper stowage thereof by not having ordered such alteration after the accident, respecting the same than the placing of a dunnage grating under some of it.

Also, he failed in his ability as a seaman and master of the vessel in allowing the boats in their damaged and unworthy condition to leave the wreck when they could have remained attached to and under the lee of the same, with considerable prospect of safety.

In such circumstances and in view of the deplorable consequences of his failure as aforesaid, the court feels, after considering his conduct in the most favorable light possible, that it would not, in the public interest, be just or safe to allow him any longer to retain his master's certificate, and therefore the same is hereby cancelled.

(Sgd.)  
ARCHER MARTIN, J. Adm.  
(Sgd.) A. HEUTREUX, Esq.,  
(Sgd.) C. D. NEROUTSOS, Assessors.  
Said this 14th day of September, 1911.

## EMPLOYMENT AGENT CHARGED WITH FRAUD

### Alleged That He Took Money for Guaranteed Situation Which Did Not Exist

(From Thursday's Daily.)

The employment agency fairly is apparently not peculiar to this old city, but is a feature of the old country; he is an itinerant of that interesting type who never outstays his welcome—even when his place of abode is represented by the "two-by-four" of a police cell. An alleged representative of this type of individual was seen in the police court this morning in the person of Max Hass, who was charged with obtaining \$150 under false pretences, with intent to defraud, the false pretences consisting of his avowed ability to get men employment on payment of the sum named. His case was remanded till to-morrow after the evidence for the prosecution had been taken.

E. H. Whittier, the victim of the practice, upon whose information the charge was laid, explained to the court that upon observing the announcement of Hass regarding employment he went to his office, paid the sum of \$150 for the guaranteed situation, and then went out to look for it, only to find that the situation did not exist.

Another witness deposed to having had the same thing performed for his benefit, but as it did not appeal to his particular brand of humor he took the opportunity of making it known to the authorities.

From the point of view of the accused the worst evidence came from Wm. Wayne, with whom he had been formerly employed. This gentleman, who also carries on an employment agency business, stated that Hass obtained his preliminary experience in the business from him, but that while he was all right to begin with he developed characteristics which witness described as "crooked." He has since had an opportunity of straightening himself out to-morrow when the hearing of the case is resumed.

While the old Chinese legend about burning the house to roast a pig remains in undisputed priority over every other mythical association of the Orient, one Chin Chung came as near to it to-day as it is perhaps possible to do under the changed conditions. He was trying to keep geese under the fire of a furnace, a feat which a westerner must appear outlandish and bizarre as the famous incident referred to.

Chung explained, when charged with the affair in the police court, that he intended to have a good dinner on Sunday, and when the suggestion was made that he should invite the court out to his place to partake of his bounty—and his geese—he smiled a happy acquiescence in the thought. Whether this generous attitude affected the court or not it is impossible to say; at any rate, Chung was allowed to go to his geese on payment of "coats." All those who are desiring of enrolling themselves under the heading of "court officials" are requested to send their names to the court stenographer, who was tactfully appointed croupier for the occasion on account of his known ability with the wined staff.

C. G. Owen was convicted in default of a sufficient defence, of speeding in excess of the limit prescribed for motors and he was mulcted therefor to the extent of \$20.

Henry Harkness was fined a similar sum for driving on the wrong side of the street.

## NOMINATIONS FILED AT NOON

### RETURNING OFFICER RECEIVES THE PAPERS

#### Hon. William Templeman, G. H. Barnard and Gordon Brown the Candidates

(From Thursday's Daily.)

No excitement marked the nomination of candidates for the election which is to take place on Thursday next. The ceremony of nominating the candidates was carried through in the police court without even the presence of the candidates themselves, their respective agents performing the functions according to the requirements of the statutes.

As was generally expected there were only the three candidates nominated: Hon. William Templeman (Liberal), G. H. Barnard (Conservative) and Gordon Brown (Socialist).

The oaths were administered to the agents after the papers and documents were handed over to the returning officer, A. M. Bannerman, and examined by him. Each of the candidates put up the necessary \$200.

Everything connected with the nomination was over before 1 o'clock, but the returning officer had to remain until two test another candidate might come along to upset calculations by joining the issue. No such contretemps occurred, however, and the fight henceforth lies between the three candidates named.

HON. WM. TEMPLEMAN  
Hon. William Templeman's nominators were as follows:  
Arthur William Currie, insurance agent.  
George Riley, senator.  
W. F. Fullerton, carpenter.  
Richard Hall, insurance agent.  
James Paterson, merchant.  
John Meston, carriage builder.  
P. W. Dempster, blacksmith.  
Alexander Wilson, merchant.  
Edward White, real estate.  
Michael Young, merchant.  
H. L. Salmon, merchant.  
Simon Leiser, merchant.  
Henry A. Munn, broker.  
Andrew Wright, retired.  
E. M. Tracksell, broker.  
Stephen Jones, hotel proprietor.  
R. A. Brown, merchant.  
H. Harkness, painter.  
S. A. Baird, real estate.  
D. E. Campbell, druggist.  
H. H. Shandley, barrister.  
Edgar Proudlove, teamster.  
R. T. Elliott, barrister.  
Hugh Kennedy, manager.  
John Porter, real estate.  
H. A. Porter, retired.  
R. L. Fraser, physician.  
Thomas H. Horne, merchant.  
A. McD. B. Fraser, broker.  
F. D. Fraser, insurance.  
Chas. Newman.  
H. W. Ruby.  
S. Holman.  
E. Matthews.  
C. Mayor.  
P. A. McLean.  
Thomas Davidson.  
Donald Robertson.  
H. Wiffen.  
A. B. Budge.  
Louis Huether.  
E. Whear.  
F. Clemo.  
H. Newman.  
H. Harris.  
E. Harris.  
Thos. E. Morrison.  
R. Lawson.  
G. P. Kelly.  
C. J. Haley.  
G. Benson.  
J. Coleman.  
P. McCabe.  
E. L. Woodward.  
H. C. Keelen.  
Jas. Hunter.  
Andrew Fairfull.  
A. Brakes.  
J. P. Deben.  
A. M. Kirk.  
A. W. Currie.  
G. J. Jones.  
Thos. Whitwell.  
J. R. Wilson.  
Alex. Peden.  
James Simpson.  
J. E. Brandon.  
F. E. Daniel.  
H. R. Woodley.  
Wm. Wain.  
J. L. Crimp.  
Peter Turner.  
W. T. Hastings.  
F. C. Winterburn.  
A. E. Jones.  
Benjamin Lewis.  
W. H. Jones.  
Edwin Geo. Ray.  
R. S. Gallop.  
F. Laughton.  
R. D. Noble.  
Robert Lee.  
R. D. MacLachlan.  
A. E. Allen.  
Harry E. Morton.  
Frank D. Ghurat.  
W. G. Hayward.  
Alfred E. Hayward.  
J. Hudson.  
Chas. R. Davidson.  
Robert Brown.  
Robert H. Bassett.  
Wm. McCarter.  
Wm. Baylis.  
John Campbell.  
Geo. Gully.  
D. T. Woodriff.  
Stuart G. Campbell.  
A. McNiven.  
S. Barry Yull.  
E. S. Topping.  
Hugh R. Brown.  
R. L. Drury.

W. F. Fullerton.  
James Tager.  
L. U. Conyers.  
D. Fraser.  
Tom J. W. Hick.  
Albert Demers.  
G. W. Brown.  
M. C. Hooper.  
J. Cowan.  
D. Nicholson.  
Hy. N. Pearson.  
J. H. McLachlan.  
T. Collins.  
M. B. Wellburn.  
J. Taylor.  
Geo. Rountree.  
J. Harper.  
A. Lacourstere.  
David M. McLeod.  
Fred Anderson.  
J. Dinmore.  
W. T. Kinsman.  
F. W. Purves.  
G. E. Milloy.  
John J. Barry.  
C. W. Creed.  
Wm. McGuire.  
Walter C. Young.  
J. P. McKinnon.  
J. P. Leemy.  
D. Breckenridge.  
E. Coleman.  
James E. B. Tyson.  
David Lloyd Williams.  
William Cox.  
Lionel F. Hawkes.  
P. A. Hawkes.  
Andrew Kelly.  
Donald Munro.  
Fred T. Sandiford.  
W. G. Goudie.  
T. Jones.  
Wm. Minty.  
Alex. Wilson.  
E. E. Heath.  
D. M. Paterson.  
James Hamilton.  
Richard Forbes.  
A. Whyte.  
T. Davies.  
E. E. Corbett.  
George Gaines.  
H. L. Roberts.  
C. F. Oliver.  
S. Parkes.  
John Meston.  
A. E. Dempster.  
Joseph Sears.  
Wm. Archibald.  
W. T. McLaren.  
A. B. Fraser.  
James Paterson.  
Lester Patrick.  
Alex. Pool.  
J. P. Archibald.  
A. C. Kennedy.  
John J. Clark.  
P. J. Breen.  
Thomas Stedham.  
George Stedham.  
William C. Stedham.  
F. Landsberg.  
Coleman MacPherson.  
W. H. Sanders.  
E. Martin.  
T. W. Allen.  
G. W. Butcher.  
E. L. Harrison.  
Wm. W. Mann.  
Wm. Robinson.  
Chas. Mackay.  
R. W. Andrew.  
T. Campbell.  
S. Tranter.  
Joseph Mahon.  
Hy. W. Fraser.  
B. Hand.  
W. J. C. Ede.  
Geo. Wan.  
Chas. Newman.  
H. W. Ruby.  
S. Holman.  
E. Matthews.  
C. Mayor.  
P. A. McLean.  
Thomas Davidson.  
Donald Robertson.  
H. Wiffen.  
A. B. Budge.  
Louis Huether.  
E. Whear.  
F. Clemo.  
H. Newman.  
H. Harris.  
E. Harris.  
Thos. E. Morrison.  
R. Lawson.  
G. P. Kelly.  
C. J. Haley.  
G. Benson.  
J. Coleman.  
P. McCabe.  
E. L. Woodward.  
H. C. Keelen.  
Jas. Hunter.  
Andrew Fairfull.  
A. Brakes.  
J. P. Deben.  
A. M. Kirk.  
A. W. Currie.  
G. J. Jones.  
Thos. Whitwell.  
J. R. Wilson.  
Alex. Peden.  
James Simpson.  
J. E. Brandon.  
F. E. Daniel.  
H. R. Woodley.  
Wm. Wain.  
J. L. Crimp.  
Peter Turner.  
W. T. Hastings.  
F. C. Winterburn.  
A. E. Jones.  
Benjamin Lewis.  
W. H. Jones.  
Edwin Geo. Ray.  
R. S. Gallop.  
F. Laughton.  
R. D. Noble.  
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D. T. Woodriff.  
Stuart G. Campbell.  
A. McNiven.  
S. Barry Yull.  
E. S. Topping.  
Hugh R. Brown.  
R. L. Drury.

Alex. Riach.  
Peter Coleman.  
M. Bunkers.  
W. Beynon.  
A. M. Aitken.  
Albert Onions.  
Capt. Thos. Brown.  
Philip R. Nisbet.  
T. Salverson.  
E. E. Hall.  
O. Kersley.  
C. Pearson.  
John A. MacDonald.  
Robert D. Eadie.  
J. W. Pickard.  
Alex. Munroe.  
W. H. Jones.  
E. A. C. Dewar.  
John T. Wood.  
Jas. E. Elliott.  
Ellas Nicholas.  
Geo. Patterson.  
Fred E. Whitford.  
R. Elliott.  
J. Johnson.  
John B. Tolpitt.  
Arthur J. Leary.  
A. Horton.  
R. Jones.  
R. Hampton.  
G. Kirchin.  
M. Stauffer.  
J. Smith.  
D. McLennan.  
Arthur Morten.  
D. E. Kerr.  
Walter Walker.  
Arthur T. Turner.  
Giles Province.  
Simon Billing.  
Harry Matthews.  
E. H. Neelands.  
J. M. Malcolm.  
A. E. Oates.  
E. Christopher.  
T. Purdy.  
Jas. Wood.  
J. G. Hay.  
J. J. Burnes.  
G. Huser.  
J. Mantion.

### GEORGE H. BARNARD

G. H. Barnard's nominees were the following: F. H. Davis, J. H. Lawson, A. Gleason, R. McBride, E. G. Prior, H. G. Wilson, A. E. McPhillips, R. F. Green, Wm. Clarke, J. Dean, H. F. Bishop, J. Dilworth, H. Macdonald, L. Tait, G. A. Kirk, H. F. W. Behnen, Fred Davey, H. E. Thomson, F. J. Bittancourt, H. M. Fullerton, T. Sholtz, D. R. Ker, W. Blakemore, W. C. Moreaby, W. J. Mable.

### GORDON BROWN

Gordon Brown, Socialist, was nominated by Moses McGregor, J. H. Burroughs, David Belnavé, J. Belnavé, J. Barsley, W. F. Bumstead, Thos. Gray, A. E. Hill and others.

### NOMINATIONS

Nanaimo, Sept. 14.—Ralph Smith, Liberal; F. Shepherd, Conservative, were nominated to-day.

Vancouver, Sept. 14.—Nominations: J. H. Senkler, Liberal; H. H. Stevens, Conservative; E. T. Kingsley, Socialist.

Winnipeg, Sept. 14.—Nominations: Ashdown, Liberal; Haggart, Conservative; Rigg, Social Democrat.  
In Provencher, Molly, Liberal, and Blau, Conservative, were the only nominations.

Ottawa, Sept. 14.—McGivern and Pinard were nominated by the Liberals; Fripp and Chabot by the Conservatives, and Allen G. McCallum by the Socialists.

Russell county, Hon. Chas. Murphy, Liberal, and J. U. Vincent, Conservative-Nationalist.  
Pontiac county, Hodgins and Chitt, two Liberals, and Brabazon, Conservative.

Carleton county, Edward Kidd, Conservative, and Donald Hector McLean, Liberal.

Toronto, Sept. 14.—Vacancies in the Ontario nomination list already published were filled to-day as follows:  
Bruce, S. J. J. Donnelly, Conservative.  
Ferry Sound, Jas. Arthurs, Conservative.  
Thunder Bay District, J. J. Carrick, Conservative.

Grenville, S. J. Martin, Liberal.  
Kingston, J. K. Mowat, Liberal, and W. F. McKie, M. P. P., Conservative.  
Simcoe, S. the Liberals will support the Independent Conservative, Greenville.  
Prescott, Dr. Quessel.

### DEATH AFTER A SCRATCH

Morris Quatzam, an eleven-year-old Windsor boy, fell off his bicycle and scratched his wrist. He thought nothing of the injury, but blood poison set in and he is dead.

Such incidents as these—by no means infrequent—ought to make people realize the danger that may lie even in the smallest scratch wound. Take a simple illustration. When a knife, a rusty needle, a splinter of dirty wood, a barbed wire fence, or a thorn, scratches the hand, the latter is inoculated with germs, of which the air about us is full.

The way to avoid serious results is to cleanse the wound and apply Zam-Buk. Zam-Buk is a powerful, yet painless germ-killer, and when applied to the broken skin is absorbed into the tissue, instantly destroying the germs that spread disease and stopping the pain and smarting. That is why Zam-Buk is so popular with children.

The flesh thus soothed and purified, the wound is made perfectly healthy, and all poison and cause of festering removed. Having done this, Zam-Buk then proceeds to heal the wound or sore, and new healthy tissue is built up in a quick, painless and perfect manner.

Zam-Buk must not be confused with ordinary ointments. Zam-Buk is a unique preparation, possessing anti-septic, soothing and healing qualities that are not to be found together in any other preparation. It is not only a unique healing balm, but it is also a skin food. For all skin diseases and injuries—cuts, bruises, burns, eczema, chafing, ulcers, ringworm, etc., it is without equal. It is also used widely for piles, for which it may be regarded as a specific. All druggists and stores sell at 50 cents a box, or post free from Zam-Buk Co., Toronto, for price. Refuse harmful imitations.

Hamilton West, Hiram Dickhout, Liberal.  
Wentworth, A. B. Wilson, Independent Conservative.

Port Arthur, Ont., Sept. 14.—The election in Thunder Bay and Rainy River has been postponed by returning officer George Horrigan until October 12. Mr. Horrigan in his notice to the candidates stated only that it was impossible for him to comply with the regulations.

### CONGDON MAY BE RETURNED UNOPPOSED

Ottawa, Sept. 14.—The Yukon election will take place on October 23. It will likely result in an acclamation for F. T. Congdon.

—The first session of the boys' gymnasium class of the Y. M. C. A. was held Tuesday at four o'clock. Much enthusiasm was shown in the work, and twenty-five present. The physical director will welcome any others who wish to join the class.

—At a cost of \$40,000 D. R. Ker has arranged to erect a building at the corner of Cook and Pandora streets on land 120 feet by 112 feet. The street fronts will give space for eleven stores and the upper floor be given over to up-to-date apartments. There is a residence on the lot at present, which is to be moved to another lot. The front of the building is to be faced with glazed brick and the apartments are to be modern. The plans were drawn by W. Ridgeway Wilson, architect, and the contractor is Thomas Ashe.

—Between two and three o'clock on Wednesday a fire, the origin of which is not known, completely gutted the restaurant of St. Calageros, on the corner of Yates and Blanchard streets. The establishment was known as the Australian Chop House, and had been open for only twenty-five days. The fire brigade succeeded in saving the Restaurant, which immediately adjacent burns premises. No insurance was carried on the restaurant. The alarm was given by a police officer who saw from across the street a sudden burst of flame, which came from the window and soon enveloped the whole place. The brigade made excellent time, both in getting to the scene and in extinguishing the outbreak.



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