# WILL CONTROL

Mr. George J. Bury is Officially Announced as Successor to Sir William Whyte on Canadian Pacific

MONTREAL, Oct. 5.—It was definitely announced from the Canadian Pacific Railway Company headquar ters today that Mr. George J. Bury had been appointed vice-president and general manager of western lines in succession to Sir William Whyte, re-

Mr. Bury will have all the authority in the territory covered by the resigning head of the system in Western Canada. Mr. Bury is one of the best known railway men in Canada. He first became identified with the C.P.R. as secretary to Sir William Van Horne, later was appointed a superintendent, with headquarters at North Bay, was transferred to Winnipeg as assistant general manager in 1907, and a year later was advanced to the office of general manager of western lines.

In the railway and business world he is known as a man of great energy, splendid grasp and quickness of decision. The appointment comes as no surprise, as Mr. Bury is a railroader through and through and is one of the most prominent men connected with ilroad service today.
WINNIPEG, Oct. 5.—George J. Bury,

the new vice-president of the Canadian Pacific Railway, left Montreal this morning and will be in Winnipeg on Saturday. He has already entered on the full measure of his new responsibility, and will on his arrival in the west at once take up the question of changes which must be made owing to his own promotion. It is still uncertain what the exact nature of the duties of vicepresident will be. Sir William Whyte had extraordinary powers, in Western Canada, and it is considered improbable that all of these will be continued to his successor in office. A circular to be issued in connection with the appointment of Mr. Bury is to bear the words "Vice-president and general manager, in charge of maintenance and operation, western lines." This was the title borne by Sir William Whyte when he came back into active charge of the western lines after a period in which he was executive agent of the company in this city. Mr. Bury will have two assistants, one in charge of maintenance and the other in charge of opera-This is the system now in use on the eastern lines, and railway men conafter it is possible that it may be Grand Hall, superintendent of motive

## TOO MUCH FOR BEER Senator Stephenson's Objection to Ex-

cessive Expense in Connection

will be the chief assistant, but

confirmed Mr. Hall

with His Campaign MILWAUKEE Wis., Oct. 5.-When United States Senator Isaac Stephenson found that his expenses for nomination at the primaries in 1908 were run ning so high that the item for beer and cigars alone amounted to \$30,000, and the aggregate was fast approaching a final amount of \$107,793, he remonstrated and told his campaign managers: "I want to win the nomination

but I do not want to buy it." This was part of the testimony given today before the United States Senate committee which is investigating charges that bribery contributed to Senator Stephenson's election.

In reply to his complaint Senator Stephenson was told that the three other reupblican candidates for the the primary nomination-former Congressman Samuel A. Cook, who spent \$42,203; former State Senator William H. Hatton, who spent \$30,002; and Francis R. McGovern, now governor of Wisconsin, who spent \$11,063, were making a hard fight, their expenses finally aggregating \$83,268.

This, together with Senator Stephenson's expenses, made a total for the Republican senatorial campaign that year of \$181,061.

It was testified by E. A. Edmonds, Mr. Stephenson's campaign manager. that the senator usually issued checks for more money when told of the activities of his opponents.

The charges as investigated by the Wisconsin legislature, and presented to the United States senate were read over in detail to Edmonds. He admitted that many sums of money named in the charges had been paid, but denied the truth of the phrase "used corruptly and in violation of the law," as included in each charge.

The charges also alleged that approximately \$250,000 had been spent in the nomination of Mr. Stephenson. Edmonds declared that amount spent was not in excess of the \$107,793, as made in the final report to the state.

Senator W. B. Heyburn announced that where charges of unlawful use of money officially had been in connection with campaign expenses of which no detailed account was rendered, the presumption was that the money was wrongfully used and the burden of proof was on the accused.

## FOR ENTERTAINMENT

Ruge Expenditure in Senator Stephen son's Campaign Went to Buy

MILWAUKEE, Wis., Oct. 6-After examining 275 items paid to individuals who, collectively, for campaign expenses received \$107,793, the senatorial committee investigating the charges of bribery in connection with the election of United States Senator Stephenson today heard | field for years and are still busily entestimony that money was used for gaged. 'entertainment" and not for any cor-

No itemized accounts were returned but Rodney Sackett, one of the campaign

ormed the money had been used for uying cigars and beer.

It was the custom in Wisconsin dur-ing the campaign, Sackett testified, to send jugs of whiskey and kegs of beer to localities where favorable sentiment was to be worked up. All this was given by Sackett as ex-plaining Senator Stephenson's expendi-ture for primary nomination.

## OFFERED SEVERAL SEATS

Mon. B. Rogers Has Choice of Constitu by Lisgar Men

WINNIPEG, Oct. 6.-Hon. Robert Rogers was yesterday tendered a com-plimentary luncheon by nearly a hun-dred Conservatives of Lisgar constituency, who came as a delegation to Winnipeg to ask Mr. Rogers to represent that constituency in the federal house, W H. Sharpe, the member ecently re-elected, to take Mr Rogers' seat for Manitou in the Manitoba provincial parliament.

Mr. Sharpe declared his acquiesence in the proposal, stating that he was willing to make way for Mr. Rog-

Mr. Rogers, however, stated that he could not at that moment give a decided answer, stating that he had been proferred three or four constituencies by members willing to retire in his favor.

Labor Department.

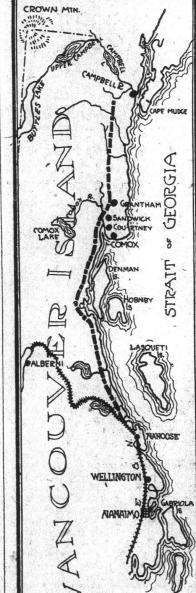
OTTAWA, Oct. 6 .- J. G. O'Donoughue egal representative of the labor organizations, who is here today, says that labor men will oppose the proposal to reduce the status of the department of labor by having it made a subdivision of the department of trade and commerce. "I believe," he said, "Mr. Borden is too farsighted a man to make any such move as that, which we believe would be prejudicial to the interests of Canadian labor."

# NEW RAILWAYS OF

Eighty-Two Miles of Construction Work Before E. & N. Railway Along East Coast and to Cowichan Lake

With the Alberni extension of the E. & N. railway practically complete, in fact so far advanced that Mr. H. E. Beasley, superintendent of the road, was able to announce yesterday that a regular service between Victoria and operation some time in November, the island transportation company already has at least eighty-two miles of additional construction work underway. Few realize the marked activity of

the Esquimalt & Nanaimo railroad. The mileage mentioned is but that which has been explicitly and definitely outlined and for which contracts, either for the clearing of right-ofway or for grading, have been awarded or are being called for. Hundreds of men are employed in the work of push-



Boute of East Coast E. & N. Railway Extension from McBride Junction to

that enterprising corporation's steel further and further into the frontiers of Vancouver Island. A number of survey parties hrave been in the ter & Wigham Richardson at Newcastle

Although local officials decline to make any statement regarding the & Co. at Paisley. company's programme beyond that already made public it is an open secret | Alice to the Victoria-vancouver service

tent now that Alberni has been real sino along the west coast and to those who have been following the trend of events, and again in spite of the fact that those in authority will say nothing it is known that Campbell river is not the ultimate destination of the east coast line. That the work will not be considered finished until the north end of the Island is attained is com-

The Hast Coast Extension.

The latest of the company's moves, although the enterprise has been con coast extension. Now that the Alberni road is practically ready for the formal opening, and there is nothing apart from the Cowichan Lake spur to worry about ,the officials are bending their energies to running the road from McBride Junction to Campbell river, a distance of fifty-seven miles, over a route that has been located and does not present anything like the serious constructional difficulties that were encountered in cutting across the island to Alberni. For some months Contractors Sabine and Stevens have had a large gang of men employed in clearing the northern section of this proposed railway. They have made spler did progress it being understood that everything is in shape for grading from Union Bay to a point in the vicinity of Kuhushan Point. They are working a few miles beyond that now. Their work will not include the section im-

to which is the most suitable. With regard to the portion lying between McBride Junction, which is the spot where the east coast line will leave the Alberni extension, and Union Bay, tenders are now being invited for the clearing of the right of way. The time for their admission closes on the 15th inst and shortly after the contract will be awarded.

mediately this side of Campbell river,

several locations being before the en-

gineers of this part of the route and

no decision having yet been reached a:

Mr. R. M. Marpole, vice-president of the E. & N. company, in a statement made several days ago declared that as soon as the route was cleared the grading would be commenced. From this it is assumed that no time is to be lost in the construction of the east coast line. It is believed that, owing to the comparative simplicity of construction, the road will be ready for operation in a little over a year at the

Meanwhile the gracing of the Cowichan Lake road is being rushed along. The time allowed the contractors expired on December 31, but, owing to the fire regulations which held back the right of way clearing, and to other conditions over which they had no control, it will be impossible for the branch to be ready for the steel before April 1, although every effort is being put forward to better that estimate. rails are en route, however, and will the west coast terminus would be in be laid as soon as possible. Superintendent Beasley hopes that the line will be laid as soon as possible. Superintendent Beasley hopes that the line will be ready for the accommodation of the tourist traffic of next summer.

That the Alberni road will be in shape to handie the large transient travel of 1912 is assured. There is no doubt that the number of pleasure seekers who will make the trip through will be a surprise to the majority of residents. Every preparation is being made to provide the prospective visitors with that outdoor entertainment which most of the travellers of this class are seeking.

At Cameron lake, on of the most charming bodies of inland water on the island, there will be a chateau, and from that point a trail is under construction and will be completed in a few days, that will give comparative easy access to the summit of Mount Arrowsmith, one of the finest moun tain peaks of the interior.

At Alberni there is the best of fish ing and shooting, and just outside of that community there are lakes that boast not only of natural beauty, but of trout that have not yet been made suspicious of the wiles of the fisherman.

All these attractions will be adver tised by the C.P.R., whose publicity expert visited the island a short time ago. and that immediate results may be expected the E. & N .officials are confid-

### C. P. R. PURCHASES FAST STEAMER

(Continued from Page 1.) from Vancouver, excursionists making the journey to Vancouver Island for an outing similarly as the British traveling public journeys across to the Isle of

The Queen Alexandra is a steame with two funnels and one pole mast forward, 270 feet in length, 32.1 feet beam, and 11 feet deep and of 665 tons register. The smaller sister vessel, the King Edward, was the first merchant steamer fitted with turbine engines. In 1900 when the Hon, C. A. Parson, inventor of the turbine engines, invited embers of the leading shipping firms to the trials of the turbine destroyer Viper certain members of ... Denny firm attended and were so satisfied with the results attained that the construction of swift light draught steamers was discussed and the work was under taken in conjunction with Mr. Parsons and Capt. John Williamson, head of the firm from which the Queen Alexandra was acquired by the C. P. R. The result was the construction of the King Edward in 1901, followed soon afterward by the Queen Alexandra in 1902, and both vessels have since been plyining as pleasure steamers on the two longes

The Queen Alexandra will be the third addition to be made to the already large fleet of the C. P. R. Coast Steam ship service in the near future. The Princess Ailce, a sister vessel of the much-admired Princess Adelaide, is now en route from the yards of Swan Hunand a cargo and passenger steamer for pletion at the yards of Bow McLachla

runs on the Clyde.

. With the coming of the Princess

Generous Cash Prizes for a-

## Striking Name for the New Town

which has been the talk of British Columbia and Canadian Railway circles for some months. A new town-a new port-is about to be established on the Pacific Coast by Canada's greatest railway corporation. It is to be the

PACIFIC COAST FREIGHT AND GENERAL OPERATING TERMINUS OF THE CANADIAN PACIFIC RAILWAY COMPANY

Not that Vancouver is to be abandoned as the terminus of the Canadian Pacific, but that topographical and other considerations are such that a new town must be established in the Vancouver metropolitan district to provide for:

-180 Miles of Trackage, Shops and Material Yards so extensive that \$7,000,000 are to be spent forthwith and 5,000 men ultimately given permanent employment. The existing terminals of the Canadian Pacific Railway Company in Vancouver have proved absurdly

inadequate, and the Company has therefore decided on improvements of a magnitude:

That will equip Vancouver as no other Pacific Coast Port is equipped, -That will enable the Canadian Pacific Railway to maintain on the Pacific Coast that supremcy over its rivals which it enjoys elsewhere in Canada, and adequately arm Vancouver to outstrip Seattle, Portland, Los Angeles and San Francisco as the world city of the Pacific.

The Canadian Northern, the Grand Trunk Pacific, the Chicago, Milwaukee & St. Paul and a second Great Northern line are headed for Vancouver, but the Greatest of America's railway systems proposes to be ready for every kind and degree of competition, and while its rivals are building their lines, it will be building terminals.

The new terminals are located seventeen miles from the centre of Vancouver proper, thus necessitating a new suburban City, which will infallibly become Vancouver's Greatest industrial suburb. At present the new town is spoken of as Coquitlam, that being the name of the rural municipality in which it is situated, but a more striking and imposing name is desired.

The railway company has already spent \$1,000,000 in purchasing about Twelve Hundred Acres required for its own uses from the Coquitlam Terminal Company, Ltd., and the latter has reserved 1,500 acres of surrounding land for the townsite, but it is not possible to state when the official townsite lots will be placed on sale, though it is hoped to inaugurate the sale sometime this fall. Plans and surveys are being made as

In the meantime a name, a name worthy of the dignified position the new City will command, is required, and to stimulate the wits of the bright men and women who are interested in the glorious epic of the conquest of the Great West, now being wrought before their eyes in mighty deeds of industrial and commercial prowess, the Townsite Company have decided to offer

### FIVE HUNDRED DOLLARS IN PRIZES

for suggestions for names for the new terminal city, distributed as follows: One Hundred Dollars (\$100.00) for the Best Name. Two Hundred Dollars, Divided into ten prizes of twenty dollars each, for the ten second-best

Two Hundred Dollars, Divided into twenty prizes of ten dollars each, for the next following twenty best names.

Thirty-one prizes in all. Surely you can land one. Send us your choice of a name for the city, and if the committee of responsible and competent citizens decide that yours is the best (and it might be the best), we will immediately mail you our cheque for ONE HUNDRED DOLLARS, with our compliments, and thank you for suggesting the name. If you come short of the best name, you have thirty other chances for the rest of the \$500. Contest Closes October 15. Read the little square at the corner. Answer the questions there; sign your name and address, and become one of the contestants. Or if you do not wish to enter the contest and only wish information about the new city, simply sign your name and address, and we will immediately forward you the fullest details. In any case you will

COQUITLAM TERMINAL COMPANY, 903 Bower Building, Vancouver, B. C.

### THE COQUITLAM TERMINAL COMPANY LIMITED. 904 Bower Building. Vancouver. B. C.

Gentlemen: I suggest ...... as an appropriate name for the new city ad-

joining the Pacific Coast Freight and General Operating Terminus of the C. P. R. with the hope that it will be accepted.

Street No. ..... Province .....

there will be three sailings a day from both Victoria and Vancouver next spring. The Princess Alice and Princess Adelaide will alternate on what has Victoria to the West Coast next year been termed locally the night route, one leaving each port at midnight daily and returning at noon. The Princess Victoria and Princess Charlotte on the triangula: route will, with the two other Princesses, provide three sailings a day between each port.

Orders will be Placed in a Few Days for Conversion of Three Funnel Liners of G. T. P. to Oil Burners

"Orders will be placed in a few days for the conversion into oil burners of the Prince Rupert and Prince George," said Captain Nicholson, superintendent of the Grand Trunk Pacific Coast ser-"The tenders have all been revice. ceived and the choice only remains to

be made." The actual work will be done either n Victoria or at Seattle, Captain Nicholson said, and the Prince George would be the first of the two vessels to go on drydock. She would do so in November, while the Prince Rupert would probably be converted about the first

of next year. Captain Nicholson has just returned rom San Francisco, where he was looking over the ground with a view to negotiating for the ol supply for the vessels. He stated yesterday that although he hed not yet made a contract for the fuel, it would not be necessary for him to go south again. A large tank of 32,000 gallons capacity would be erected on the Grand Trunk Pacific premises at Vancouver and a pipe run from this to the vessels at the dock. The superintendent once more denied the rumor that his company were building three turbine steamers larger than Prince Rupert for the triangular and northern run.

## LOCKOUT ON G. T. P.

ally All of Mechanical Staff from Fort William to Edson, Alberta, is Affected

WINNIPEG, Oct. 6.—Tonight the Grand Trunk Pacific railway locked out 60 per cent of the mechanical staff, extending from Fort William to Edson, Alberta. These included all the machinists, bollermakers and their helpers. The other forty per cent will be called out by the men tomorrow.

The company has refused to grant the mechanics the same wage scale as prevails on the other railways in Western Canada, and they are receiving the support of the micraational officers. The men on Monday informed the master mechanic of the com-

pany that he could expect a strike. The pany that he could expect a strike. The company anticipated the trouble by closing all shops, except roundhouses. The company's new five-million-dollar shops near Winnipeg are not finished. The points affected are Westford, Grahame, Rivers, Meiville, Waterous, Wainwright, Edmonton, Edon, Fitzhugh and Transcona.

At a mass meeting of the union employe of the other systems tonight hearty approval of the strike was given. The mer demand 42½ cents for nine hours, and a

## MONARCHISTS ACTIVE

Retreat of Republican Force Said to

Have Been Cut Off-Three Col-

umns Move from Spain LISBON, Oct. 7 .- It is reported here early this morning that the monarch ists at Vinhasis, 14 miles west of Braganza, have surrounded and cut off

the retreat of the republican troops in that vicinity. LONDON, Oct. 6 .- The report from Paris that ex-King Manuel is in Spain, presumably on his way to Portugal, is without foundation. Dom Manuel is at

Richmond, with the Queen Mother. MADRID, Oct. 6 .- A press despatch received here from Badajos says Dom Miguel of Braganza and his two sons are now with the monarchists in Port ugal, they and other leareds in the rev olutionary movement having crossed

the Spanish frontier in automobiles during the last few days VIGO, Spain, Oct. 6 .- The Journal says the Portuguese royalists concentrated at Puebla de Sanabria, province of Zamora, Spain, about 20 miles northeast of Branza, Portugal, have formed into three columns under the command of Captain Couciere, Senhor Camacho Canavarro and Homen

Their first objectives are Chaves and Braganza, where the garirsons are reported to have pronounced in favor of the monarchy and court-martialed a few officers who held contrary opinions The monarchists now say the entire population in north Portugal has made common cause with them.

## Rodgers' Flight

HAMMOND, Ind., Oct. 5 .-- C. P. Rodgers, aviator contesting in the coastto-coast flight, landed several miles east of here shortly before 6 o'clock tonight. He was forced to come down because of darkness. He covered the last leg of his flight today, 58 miles, in sixty minutes. Rodgers left Hunt ington this morning at 11:30 o'clock His mileage today was/122 miles and his flying time was 132 minutes. Rodgers' total mileage to date is 1,173 miles and his flying time 1:380 minutes. The aviator said he would resume his flight to Chicago at 10 o'clock tomorrow morning.

McNamara Prosecution Blocked INDIANAPOLIS, Ind., Oct. 6 .- Folowing the refusal of Judge Markey t permit the removal of documents nitro-glycerine, dynamite and time clocks to Los Angeles to be used as vidence in the McNamara trial, Ferdinand Winter, acting for Prosecutor Fredericks, of Los Angeles, asked for Judge Markey said a written request

should be made. Leo M. Rapport, at- My Soul" and "Rock of Ages" wer torney for the International Associa- sung in the church. Dr. Hall's address tion of Structural Bridge and Iron was given in behalf of the local Medi Workers, says he will oppose an in- cal association. Rev. Mr. Holling read spection of the union's books, but is the 90th psalm. "The Dead March" wa villing that photographs be made of the explosives.

Offer from McIntosh. SALT LAKE CITY. Oct. 6 .- Matty

Baldwin, the lightweight, today received an offer from Hugh McIntosh to become a member of his fight colony in Australia this winter. The offer covers an eight months' trip, including a visit to South Africa and England.

## Railway Rate Fight

WASHINGTON, Oct. 6 .- An order vas entered by the commerce court today fixing October 16 27 the date of the hearing of the app. cation of the transcontinental railways for an inunction against the enforcement of the inter-state commerce commission's order in what are known as the Pacific coast cases. It will be several days thereafter before the court determines whether the injunction shall be issued.

## TRANS-PACIFIC WIRELESS

San Francisco Station Overhears Call from Japanese Coast for Steamer

SAN FRANCISCO, Oct 6 -- A comnercial wireless station in this city did a bit of long-distance eavesdropping early today, overhearing a call sent out from the station at Otchishi Island of Hokusho, the most northerly Japanese establishment. The message was directed to the Japanese liner Chiyo due in Honolulu.

As it was in the Japanese code, the perator at this end could not read it, but at its conclusion the San Francisco operator called the station and got an answer. It is said to be the first time that trans-Pacific wireless communication

has been established. The distance separating the stations s approximately 6,000 miles.

## \*TRIBUTE TO THE DEAD

Hundreds Throng to Pay Last Respects to the Late Dr. P. W. Hall

With one of the most impressive funrals that this city has seen in several years, the remains of Dr. Francis Walter Hall were laid to rest in the Ross Bay cemetery yesterday afternoon. The Metropolitan Methodist church was filled to capacity with from 700 to 800 persons who came to pay their last, respects to Victoria's former physician and citizen. That his death deprived the city of a dear friend could not have been demonstrated in a more impressive nanner than by the citizens of all walks of life, who came for the last time to pay a tribute to the deceased.

Among the great number of mourners who assembled at the church were twenty nurses from the St. Joseph's hospital, all dressed in their white suits. At this institution the late Dr. Frank Hall was highly respected. The services were conducted by the Rev. T. E. Molling. The hymns "Jesus Lover of

played by the organist during th when the body was carried in and ou of the church.

The funeral left the family residen 729 Vates street, at 2:45 o'clock and went direct to the church. Flowers all hues were massed upon the hear and casket and almost every carriag in the cortege had to carry the flora emblems.

The various orders to which Dr. Fra Hall had been attached made a larg representation at the funeral. Member of the Knights of Pythias, Ancient O der of Foresters, Sons of England and the Fraternal Order of Eagles were pre ent. The medical profession of the ci was also largely represented.

At the grave Pythian services We onducted by Brother W. T. Ferr Chancellor Commander, assisted Vice-Chancellor Prelate Brother Grove. The Hon. pallbearers were Mes-

Drs. O. M. Jones, R. L. Fraser, Hart, D. B. Holden, J. D. Helmcken G. L. Milne. The active pallb were Messrs. J. A. Metham, and McDonald, representing the Knigh Pythias: George Florence and C. wart, representing the Fraternal of Eagles; and G. Smith and A. ker, representing the Ancient Foresters.

PARIS. Oct. 7 .- Ata meetin cabinet today the foreign mir de Selves, explained the latest aspect of the Moroccan negotiations with many, which, in his opinion, continues

## SAYWARD LAND DISTRICT—DISTRIC

Take notice that Thomas J. Whitesid Vancouver, B.C., contractor, intends ply for permission to purchase the foldescribed lands: Cortes Island: Commen at a post planted at the southwest comment of the contract of the contra o chains to point of commencement alning 240 acres, more or less.

Dated September 14th, 1911.

THOMAS J. WHITESIDE

SAYWARD LAND DISTRICT—DISTRICT
OF SAYWARD

Take notice that Maria J. McGuire ancouver, married woman, intends to Vancouver, married woman, intends ply for permission to purchase the fodescribed lands: Commencing at planted on the shore at east side of Reserve. Squirrel Cove, Cortes Islands south 30 chains; thence east about to the west line of T.L.27196 Fermorthwesterly along the shore commencement, containing 240

Dated September 14th, 1911.

MARIA J. McGd. Agen.

Geo. Black, Agen.

SAYWARD LAND DISTRICT—DISTRICT
OF SAYWARD

Take notice that Chester McNell couver, B.C., student, intends to a permission to purchase the followscribed lands: Commencing at a posat the southwest corner of T.L.27 every No. 455). Cortes Island; thence yey No. 455). Cortes Island; thence

commencement, containing or less.

Dated September 14th, 1911.
CHESTER McNeill.
CHESTER McNeill.

ave Corporal of Police Prevents That Would Pro Cost Several Liv

NEW ORLEANS, La suit of the attack ol building when s were quarter noon were rain by armed guard of the city. mob came with s hat the small police portunity to sum

Corporal William harge of the squad, rlessness in the face numbers that th d and a bloody The mob fell back

the railroad property not, however, until a been given by the that the strike-break aken out of New dark. This the railros Eight strikebreakers United States marshal in yesterday's clash v and sympathizers and mer are in the hospita

of the men is believe Twelve strikebreaker strikers and George letective, are in jail, rioting.

Back to Mc M'COMB CITY, Miss. today rescued from a leans arrived here at night on a special tr tary guard, and with tion were escorted to t tral shops. This is the first strikebreakers to arrive

forced departure of the at the shops here followed night's riots. The these men was not e strikers, but the majo no interest in their co Another machine gr express today, makin the hands of the mili

Governor Noel tonig superintendent of the press company at M intoxicants, destined f would be allowed to en Air Hose C

BAKER, Ore., Oct. train bearing Presider Boise, Idaho, to Walla was delayed over 30 point tonight by a sta which could not pull the air being malicio known persons. It pu p. m., ten minutes scheduled time of the not proceed until 10:5 the president's train block an entire half h dent's train finally at 10:55, leaving at here, but no attempt

How the air on the cut is a mystery, as, ilar occurrence Thursd railroad officials tonig precaution to prevent

Many Guards E SAN FRANCSICO. force of special guard Southern Pacific shops cisco was increased an instance of violence Non-union men came out hindrance from the and several small squ breakers entered the ers claim that these a ranks of the strikehres set by a number of me charged or walked o Federation of Labor. session at Bakersfield itself in sympathy wit and placed its member

fund to aid the strikers No Violence at Sac SACRAMENTO, Cal., ing that attacks might the non-union forces em local Southern Pacific sh officials caused a large railroad policemen to v exits at the closing tim when the non-union r not a word was spoken

or other strikers. No violence of any curred since the walko day morning. Union tinue to watch the diffe trances, morning, noon Quiet conversation is non-union men by the threats of violence are Union gains today to according to statements strike committee.

stated that the company up repairs on all engin stock, and additional n being hired daily. Pay Day Preca CHICAGO, Oct. 6.-TI nd of the first week o strike on the Harrima Central railway lines s

Superintendent She

lly normal, accordi m of the Illinoi Vice-President Kruttschr riman lines. Although bothe number of shop wor ed, they say there are work to make all repair stock needed for use. About fifty additional

ere put to work in the e today. They were no