

BOOKS SET
RE ABLAZE

OTHERED IN
CATASTROPHE

Jumping for Safe
Building is
Cutted.

July 2.—A dozen
in the second storey
and ten cent store
on Ontario street
explosion of a large
known as least nine
or less serious in
two of them may die,
and swept through
following the explo-
sion brought under
control had been gutted.
Firemen removed the
men who had been
baseament. A seventh
the baseament was still
to a hospital but
will die.

An employe of the
he discovered the fire
the top floor and then
fire escape in the rear.
He stopped and open-
called on the girls to
pulling many of them
down to the fire es-
seventy-five, he says.

ELSON BOUT.
Favorite at Odds of
to One.

July 2.—The sale of
Gans-Nelson flight con-
tract is a certainty. All
plans have been dispo-
sed of the higher priced
and briskly. There is
money in sight, but the
considerable. The odds
on Gans still predomi-
nate instances bets are be-
the champion will win
rounds, for which even
gullible figure.

PLAINT.
with I good
no good
spelling write,
too busy quiet;
the time to write
I should "my" or "may."
"The pretty flour
thrown in an owl"
How I wish
or even my
savage, than
spell again!

Best?
put up for sale
make the mak-
ple as to their
ch testimony
party and ac-
d same credit
d motives.

out-over-worked wom-
what has caused the
"Favorite Prescription"
most effective in building
regulating the womanly
doing pain and bringing
strong, vigorous con-
soluble system.
believes that our American
in most valuable medi-
the cure of most of our
most fatal diseases, if we
investigate them; and
of this firm conviction,
pride to the almost mar-
fectured by his "Golden
covery," which has proven
most efficient stomach
regulator, heart tonic and
blood cleanser known to
science. Not less marvelous,
dilected cure it is constantly
Pierce's many peculiar affec-
Pierce's Favorite Prescrip-
tion attested by thousands
of testimonials contributed
patients who have been
of leucorrhoea, painful
gularities, prolapsus and
menstruation, ulceration of uterus
flections, often after many
medicines had failed.
world-famed medicines
made up from the glyceric
native, medicinal roots,
of American forests. They
employed in their manu-
original with Dr. Pierce,
carried on by skilled chem-
mists with the aid of in-
specially prepared
I built for this purpose,
are entirely free from
all other harmful habi-
What is said of them
the several diseases for
are advised may be easily
der your name and ad-
Dr. R. V. Pierce, Buffalo,
little booklet which he has
maintaining copious extracts
standard medical books,
assembled as authorities by
of the several schools of
their guidance in prescrib-
RE TO ALL. A postal card
bring it.

Kingston, Ont., July 2.—Rev. S. D.
Chow, secretary of the Temperance
and Moral Reform Society of the
Methodist church, returned yesterday
from Newfoundland. He says he found
very little sentiment in favor of dis-
advantage if the Canada tariff wall
were placed around the island.

\$1.00 Per year, strictly in advance, to any
address in Canada or Great Britain

To all other Countries (postage prepaid)
payable invariably in advance, per year \$2.00



TWICE-A-WEEK EDITION.
VICTORIA, B. C., FRIDAY, JULY 10, 1908.

**HOUSE DISCUSSES
ALL RED ROUTE**
NEW ZEALAND WANTS
FAST PACIFIC SERVICE
Doubtful if 25-Knot Boats
Would Pay on Atlantic
End.

(Special to the Times.)
Ottawa, July 9.—Sir Wilfrid Laurier's
resolution asking parliament to ad-
vocate the All-Red Line project last
summer and to authorize the govern-
ment to conduct negotiations with
New Zealand and Australia looking
to a definite agreement as to the details
of the scheme and the mutual finan-
cial obligations was debated in the
Commons to-day.

Sir Wilfrid Laurier said it was doubt-
ful if a 24 or 25 knot service on the
Atlantic by vessels of the Mauretania
type was commercially feasible, but
no doubt a 20 or 21 knot service was
feasible making the trans-Atlantic
voyage in five days. The journey
across Canada would take five days,
possibly only four.

With regard to the Pacific service
the scheme was clouded with uncer-
tainty at present. The subsidized ser-
vice on the Pacific was too slow and
unsatisfactory. New Zealand was
prepared to pay a subsidy of \$100,000
per annum for a 21 or 22 knot service
on the Pacific, making the trip from
Vancouver to Auckland in ten or
twelve days, but Sir Wilfrid Laurier
was rather inclined to think the 23
knot service was more feasible. New
Zealand was not satisfied with that
possibly a 20-knot service was ob-
tainable. The whole scheme presented
many difficulties but the principle was
endorsed by everyone.

What the government wanted was
simply to be able to conduct negotia-
tions with other governments, look-
ing for a definite mutual agreement.
The resolution was carried by a
majority of 100. Sir Wilfrid Laurier
said that a similar resolution was
passed at the inter-colonial conference
at Ottawa in 1904, but nothing was
done. The Laurier scheme was too
vague, and the opposition should have
more information before empowering
the government to enter into a contract
involving the payment of \$1,300,000
annually for ten years.

R. L. Borden said the improved trans-
portation of freight was more of im-
portance to the general community
than a fast service for mails and pas-
sengers. The expenditures of the coun-
try were mounting up rapidly, and
Canada should go slow before enter-
ing upon a costly undertaking with the
details still nebulous.

**WILL ELEPHANT GET
HUMANE SOCIETY MEDAL?**
New York Times Publishes a
Good Story of Animal
Life Saver.
New York, July 9.—A special to the
Times from Worcester, Mass., says
Clarence Macomber with 2,000 other
spectators was watching the swim-
ming contest of a troupe of elephants
in Lake Quinsigamon yesterday after-
noon. The Macomber lad was stand-
ing on the taffrail when he lost his
balance and tumbled in to ninety feet
of water. Jennie, the largest of the
elephants seemed to divine his danger
and as he was sinking for the third
time caught him by the arm with her
trunk and thrashed toward shore hold-
ing him up in the air until a policeman
lifted him safely to the float.

BANK OF ENGLAND.
Weekly Statement Shows Decreases in
Different Departments.
London, July 9.—The rate of discount
of the Bank of England remains un-
changed to-day at 2 1/2 per cent.
The weekly statement of the Bank of
England shows the following changes:
Total reserve, decrease \$615,000; cir-
culation, decrease \$225,000; bullion, de-
crease \$883,784; other securities, decrease
\$6,350,000; other deposits, decrease \$2,
\$85,000; public deposits, decrease \$4,765,
000; notes reserve, decrease \$922,000;
government securities, decrease \$5,000.
The proportion of the bank's reserves to
its liability this week is 49.23 per
cent. Last week it was 44.47 per cent.

DIES FROM INJURIES.
Calgary, July 9.—W. D. Kerfoot, a
rancher and former manager of the
Cheyenne ranch, who fell from his
horse at the Dominion fair, died this
afternoon.

**PUBLICAN TRAVEL
BY AIRSHIP LINE**
(Special to the Times.)
Berlin, July 9.—A company
backed by K.lops is being
formed to establish a line of
passenger airships between
Berlin, Paris, London and St.
Petersburg.

**YORK LOAN WILL PAY
FORTY PER CENT**
Liquidators Make Public Inter-
esting Statement Regarding
Defunct Company.

Toronto, July 9.—The liquidator of
the York County Loan & Savings Com-
pany has been actively engaged since
the winding up order in realizing on
the assets of the company, and has
been exceedingly successful in getting
in a large amount of its assets, and it
is confidently expected that instead of
the 25 per cent. dividend, which was
first anticipated as a maximum, the
liquidator will be able to pay at least
40 per cent, but as to the dividend the
liquidator expects to be in a position to
make a further announcement within
a short time.

WEALTH AND POSITION.
London, July 9.—The Earl of Clancarty,
according to the Daily Mail, is to marry
a wealthy New York widow.

CATTLE FOR ORIENT.
Experimental Shipments to Be Made
From the Northwest.
Vancouver, July 9.—E. C. Fowler, a
merchant of Shanghai, is here on his
way to Winnipeg to purchase horses
and cattle for shipment to China. Here-
tofore Australian stock has been im-
ported to China, but experiment
shipments are to be made from the
Northwest.

**NEWFOUNDLAND'S VIEW
OF FEDERATION**
Thinks Canadian Tariff Wall
Would Place Island at
Disadvantage.
Kingston, Ont., July 9.—Rev. S. D.
Chow, secretary of the Temperance
and Moral Reform Society of the
Methodist church, returned yesterday
from Newfoundland. He says he found
very little sentiment in favor of dis-
advantage if the Canada tariff wall
were placed around the island.

**BOSTON DOCKS
PREY TO FLAMES**
QUARTER OF A MILE OF
HARBOR FRONT WIPED OUT
Loss Estimated at \$1,500,000
—Two Persons Disappear
During Fire.

Boston, Mass., July 9.—Fanned by a
north wind, a fire, believed to have
been caused by spontaneous combus-
tion, or a locomotive spark, swept
nearly a quarter of a mile of the har-
bor front of East Boston, late yester-
day, causing a property loss estimated
at nearly \$1,500,000. Much of the loss
falls upon the Boston and Albany rail-
road.

Two persons were reported missing,
and it is thought that both perished.
They are Daniel Sullivan, a watchman
at the Cunard line pier, and Miss
Sadie Arnold, a clerk employed by the
Cunard line.

Yesterday's fire was the most de-
structive that has occurred along the
harbor front in many years. The flames
spread with remarkable rapidity, and
by the time the first fire-fighting ap-
paratus arrived, the fire was beyond
control and leaping from pier to pier.
Within a half hour after the first burst
of flames were discovered, four piers,
three warehouses, a grain elevator,
containing 30,000 bushels of grain and
many loaded freight cars had been de-
stroyed.

Seven vessels and lighters narrowly
escaped destruction. The Leyland line
steamer Devonian was moored at one
of the piers which was destroyed, but
the craft was warped out into the
stream without sustaining any damage.
Less fortunate was the Canadian
barque Belmont, of Yarmouth, N. S.
The Belmont was moored by the pier,
where the fire started. By the time
the vessel was drawn to a place of
safety the superstructure and rigging
had been practically destroyed.

The five-masted schooner Paul Pal-
mer, and the four-masted schooner O.
H. Brown, were considerably damaged.
The burning area included piers 1 and
2 of the Grand Junction docks, and
the pier on which stood the big grain
elevator, all owned by the Boston and
Albany railroad company, and used
by the steamer of the Cunard line,
and pier six, owned by the Leyland
line. This property extends in a
southeasterly direction along the water
front from the foot of Lewis street to
the wharf of the Massachusetts coal
wharf company, which latter pier
adjoins the East Boston ferry slip
of the Boston, Revere Beach and Lynn
road, commonly known as the
"Narrow Gauge." This property also
extends from the harbor front back to
Marginal street.

The piers destroyed were each about
900 feet long and from 200 to 250 feet
wide. Between piers 2 and 6 was the
pier upon which the elevator stood,
the warehouse of pier 1 and Grand
Junction docks. In this warehouse was
stored an immense quantity of combus-
tible material, including wool,
Egyptian cotton, grease and oil.
It is believed spontaneous combus-
tion or a spark from a freight locomotive
alongside the warehouse caused the
fire.
Heavy Insurance Losses.
Boston, July 9.—(Later.)—Practically
the entire loss of the \$200,000 caused by
the fire which destroyed almost a quar-
ter of a mile of the waterfront of East
Boston yesterday will fall upon the
insurance companies. The Boston and
Albany Railroad Company, which is
leased by the New York Central, had
property valued at \$1,000,000 destroyed,
including the two piers used by the
Cunard line and a grain elevator. The
Leyland line pier was also destroyed,
together with several freight cars and
a large quantity of miscellaneous mer-
chandise.
This morning it was believed that
but one person had perished, namely
Daniel Sullivan, a watchman at the
Cunard line pier.
HARVARD'S COACH DISMISSED.
Boston, Mass., July 9.—J. G. Lathrop,
for 20 years the coach of the Harvard
track team, has been dismissed as the
coach of the Harvard athletic team.
No reason is assigned for the
dismissal. A notice of his dismissal was
sent by a prominent member of the Har-
vard committee to Coach Lathrop this
summer home.
PRIZE FIGHT ARRESTS.
Denver, Col., July 9.—The principals,
seconds, managers and club officials who
participated in a prize fight between
Jim Barry, of Chicago, and Jim Flynn,
of Pueblo, at the Wayside Athletic Club,
Petersburg, last night, were arrested im-
mediately after the conclusion of the bout
on a charge of aiding and abetting a prize
fight. They were at once released on \$500
bonds. Petersburg, where the fight
was held, is in Appapo county, adjoining Den-
ver, and the arrests were made by the
sheriff of that county.
NEWSPAPER PLANT AFIRE.
(Special to the Times.)
Fort William, July 9.—The Herald,
a Liberal newspaper, was damaged by a
six thousand dollar fire last night.

DROWNS BEFORE FATHER'S EYES.
Port Townsend, July 9.—While playing
at the wharf near the cannery, the four-
year-old daughter of David Hansen, a
cook, was drowned in close vicinity to her
father. The girl who went with her
father, who was employed as a pile-driver,
stood on the wharf. Suddenly the father
heard her scream. Rescue was impos-
sible, as she was caught in a fishing trap.

KING CONFERS KNIGHTHOOD.
St. Catharines, Ont., July 9.—A cable-
gram has been received by T. B. Mc-
Laren, president of the board of trade,
announcing that his son-in-law, Wil-
frid L. Hepton, Lord Mayor of Leeds,
has been knighted. The King and
Queen visited Leeds to open the new
university. Sir Wilfrid Hepton is well
known in Canada, and owns a sum-
mer residence on Loon Island, Mus-
koka.

**TRAGEDY WHILE
CLIMBING ROCKIES**
LETHBRIDGE LADY
GLISSADES TO HER DEATH
First Fatality in Canadian Al-
pine Club's History—Was
Experienced Climber.

Vancouver, July 9.—A special to the
Province from Rogers Pass says:
The first accident in the history of
the Alpine Club of Canada occurred
yesterday on Mount Avalanche, when
Miss Helen H. Hatch, of Lethbridge,
lost her life. The party made up of
E. O. Wheeler, a son of President
Wheeler, P. D. McTavish, Rev. A. M.
Gordon, G. E. Howard, a representa-
tive of the English Alpine Club, A.
K. Ford, Miss Parslow and Miss
Hatch, all experienced mountaineers,
left camp at 8:30 to make the climb,
which is not considered difficult. At
11:30 when the party was about at the
timber line and before a rope was
considered necessary, they reached a
small sloping patch of snow which
Miss Hatch, despite the warning of the
leader of the party, attempted to glis-
sade while standing upright, when she
lost her balance and pitched forward
in a direction different from that taken
by those who had gone before, so that
they were unable to catch her. She
fell with great force among the loose
boulders at the foot of the snow slope,
among which her body plunged for-
ward, and stopped by a large rock
against which it is thought her head
struck, causing instant death.

Miss Hatch was not a novice, having
been accustomed to mountains much
of her life and having climbed the Crow's
Nest mountain. The accident was due
to over-confidence. As soon as the
news was brought to the camp, Presi-
dent Wheeler left with a strong party
to bring the body down to Glacier
House.
FIERCE FIRE DESTROYS
CONEY ISLAND HOTELS
Guests Leap From Windows in
Scanty Attire—Damage
Reaches \$250,000.
New York, July 9.—Fire which caused
a loss of a quarter of a million dollars
at Coney Island early to-day destroyed
two large hotels and for a time threat-
ened the destruction of Luna park,
Dreamland, and the Steeple chase. The
fire was brought under control in two
hours. Twenty-five thousand specta-
tors watched it rapidly devour the
frame structure and saw many guests
in scanty attire leap from hotel win-
dows.
The fire started in Pabst's Loop
hotel, which was totally destroyed. All
the guests and employes escaped. The
forty guests at Vanderveer's hotel were
warned in time to get away with the
exception of Mrs. Tilly Hennings,
whom the police rescued.
According to the manager of Pabst's
Loop hotel the loss of that structure
is \$200,000 and Vanderveer's loss is
fixed at \$50,000.
CAPTAIN DROWNS.
Quebec, July 9.—Capt. Talbot, of St.
Eads, who was in charge of the
yacht Bernadotte, going from Sorel to
Quebec, was drowned near Champlain.
The yacht ran on to a rock in a squall,
and Capt. Talbot fell overboard.

RESPONSIBILITY IN TRAIN WRECK.
Sedalia, Mo., July 9.—Chas. Taylor, a
Missouri Pacific telegrapher at Lamont,
was on duty on the night when two
Missouri Pacific passenger trains collided
head on near Klobenstein last week,
was arrested yesterday on a charge
of manslaughter. Eight persons were
killed and about 30 injured in the collision.
Taylor and a dispatcher, F. W. Strang,
of this city, were held responsible by the
coroner's jury. Strang has not been ar-
rested.

ICE FLOE PROOF BOAT.
Little Arctic Steamer Will Assist Dr.
W. T. Grenfell at His Mission
Work.
Halifax, July 9.—Dr. Wilfrid T. Gren-
fell's little Arctic steamer Homiuk,
which sailed from Boston on July 2nd,
is in port. The Homiuk was recently
built at Wainwright for work on the
coast of Labrador and Newfoundland.
She is built to withstand gales and ice
floe, and is 57 feet long. She carries
a crew of six, made up of five Yale
students, with Capt. Laurie Hayes, of
Everett, Mass., formerly of Canada, as
sailing master. She will assist Dr.
Grenfell in his mission work on the
Labrador coast.

**SOOKE HARBOR
IMPROVEMENTS**
L. COSTE EXAMINING
INTO BEST METHODS
He Will Also Report to Ottawa
on Fraser River
Channels.

Thanks to the persistency of Ralph
Smith, M. P., aided by the influence of
Hon. William Templeman, the entrance
to Sooke harbor is to be improved so
that it will afford safe ingress and
egress for the tugs, pile-drivers, etc.,
of the salmon companies operating in
the neighborhood as well as for ves-
sels of other kinds that may desire to
use the harbor. The first step toward
undertaking the proposed improve-
ment is being taken to-day. Louis
Coste, late chief engineer of the Do-
minion public works department and
now a member of the International
Waterways Commission and consult-
ing engineer to the department in
which he was formerly employed, be-
ing on the ground examining into the
best means of accomplishing the ob-
ject sought.

Discussing the object of to-day's trip
Coste said that from the charts
which he had had prepared there
was now an entrance to the harbor
of some 200 feet in width. Through this
the tide naturally rushed with great
force toward, when it was coming in,
and in the opposite direction when it
was going out, making navigation of
the passage dangerous. One side of
this entrance is called Whiffen spit,
being a large sandbar, while the op-
posite one which is named "Crazy
Wedge," is of rock. At present the cur-
rent carries vessels toward this rock
and it is on how to prevent this that
Mr. Coste has been asked to advise.

Two methods have been suggested,
one of them being to dredge away a
portion of the sand bar and the other
is to blast away the ledge. It was
questionable whether dredging would
provide more than a temporary relief,
while the removal of the rock would
mean a permanent improvement. If
the latter course were decided upon,
the rock would be blasted down suffi-
ciently to give a fourteen-foot passage
at low tide, which should be sufficient
for the needs of those using the har-
bor. This would give a passage way
of between 350 and 400 feet in width.
As a result of his examination of
the place, Mr. Coste will present an
estimate of the cost to the govern-
ment and will also recommend which
plan it is advisable to follow.

From here, Mr. Coste will return to
Vancouver where he will go into the
question of the improvement of the
Fraser river. For years the Dominion
government has been spending more
or less money each year at the mouth
of this river, but up to the present no
definite plan has been prepared for
works of a permanent character. Mr.
Coste will make a personal examina-
tion of the whole question with a view
of deciding on some comprehensive
plan which should be carried out by
degrees, will effect the desired object.
William Gamble, C. E., who was for
years resident engineer, collected a
large amount of data on the subject
and had an immense map of the vic-
inity prepared. This data and the
map, however, were lost in the big
fire at New Westminster a few years
ago, and now Mr. Gamble's work must
all be done over again.

The first thing to be done, accord-
ing to Mr. Coste, will be to decide on
a main channel, the banks of which
will require to be buttressed and car-
ried out far enough into the main
channel to prevent the formation of
sand bars and other obstructions at its
mouth. Once a definite plan for this
work had been prepared it could be
carried out piece by piece, commencing
at the head and working down until it
was completed. From this main chan-
nel whatever other outlets were re-
quired could be built as occasion de-
manded until the whole scheme was
completed, when the entrance to the
Fraser would be as safe and as easy
of navigation as the mouth of any
other large river. The work would
cost a large amount of money, but
the expenditure would naturally be
spread over many years for the under-
taking would perform take a long
time to complete. He was positive,
however, that if the people of the
province only realized the importance
of this work and made the proper re-
presentations to Ottawa it would be
provided for.

U. S. CRICKETERS IN ENGLAND.
Worcester, Eng., July 9.—In the
cricket match played here to-day be-
tween the Worcestershire team and the
Philadelphia, the Americans went in
first. The score at lunch time was 16
runs for eight wickets. Play was re-
sumed after lunch and the Philadel-
phians were all out for 138 runs.

GLIDDEN AUTO TROPHY.
Twenty-nine Cars Start From Buffalo
on 1,700-Mile Trip.
Buffalo, N. Y., July 9.—Twenty-nine
touring cars started from Buffalo this
morning in the contest for the Glidden
trophy, fourteen smaller cars departed
for the contest for the Power trophy,
and ten other cars left in some official
capacity, but not as contestants for
any prize. Two hours previously two
pilot cars left the starting point, dis-
tributing contests to mark the course
which will take the tourists over 1,700
miles in six states and over five moun-
tain ranges, ending at Saratoga on
July 23rd.

PEARY'S SHIP AT NEW BEDFORD.
New Bedford, Mass., July 9.—Com-
missioner Peary's ship, the Roosevelt,
arrived in the lower harbor early this
morning and dropped anchor off
Clark's point. She came to take on
white boats, whaling supplies and a
quantity of supplies for the medicine
chest.

**C. P. R. GIVES IN TO
DEMANDS OF SHOPMEN**
(Special to the Times.)
Winnipeg, July 9.—Alarmed at
the approaching harvest, now
only six weeks ahead, and but
little progress made before the
conciliation board, the C. P. R.
yesterday conceded the second
and third points to the shopmen, and
closed the case. The board
then adjourned. The case was a
victory for the shopmen, and an
early settlement of the dead-
lock.

**SENSATIONAL TURN IN
"ROUND TABLE" SCANDAL**
Police Guard Courthouse Where
Zu Eulenberg is on
Trial.
Berlin, July 9.—Renewed interest in
the trial here of Prince Philip Zu
Eulenberg, who is charged with per-
jury in connection with the "Round
table" scandals revealed a year ago
has been aroused as a result of the
publication of sensational rumors that
damaging disclosures were made dur-
ing the taking of evidence at the trial.
While the removal of the rock would
mean a permanent improvement, if
the latter course were decided upon,
the rock would be blasted down suffi-
ciently to give a fourteen-foot passage
at low tide, which should be sufficient
for the needs of those using the har-
bor. This would give a passage way
of between 350 and 400 feet in width.
As a result of his examination of
the place, Mr. Coste will present an
estimate of the cost to the govern-
ment and will also recommend which
plan it is advisable to follow.

MAY BE WHIRLPOOL VICTIM.
Toronto, July 9.—Frederick A.
Powth, aged 50 years, a bookkeeper in
the Barber & Ellis Paper Company
for 20 years, has been missing since
Monday and his relatives fear that he
is the man reported to have jumped
into the whirlpool rapids at Niagara
Falls on Tuesday night.

**HITCHCOCK TO BE
TAFT'S CHIEF BOOSTER**
"Bill's" Former Manager Now
Chairman of National Re-
publican Committee.
Hot Springs, Va., July 9.—Frank
Hitchcock, former first assistant post-
master general and one of the man-
agers for Wm. H. Taft in the cam-
paign for the Republican presidential
nomination, was yesterday unanimously
chosen chairman of the National Re-
publican committee. The announce-
ment was made shortly after 1:30
o'clock this afternoon following a con-
ference between Judge Taft and the
members of the executive committee
of the National Republican committee.
The committee also chose George
Rumsy Sheldon, of New York, to be
treasurer, and designated Arthur L.
Voorhes as a member of the Republi-
can national committee to have charge
of the campaign in Ohio and chose
Cincinnati as the headquarters of the
Republican nominal committee.

**HEAVY CASUALTIES
IN PARAGUAY**
Recent Revolution Accounts
for Over 100 Lives—400
Wounded.
Washington, July 9.—Information re-
ceived at state department yesterday
is that the estimated loss of life in the
recent revolution in Paraguay was
from 100 to 150 persons, while 400 were
wounded. This information came to the
department in a dispatch from E.
O'Brien, United States minister to
Uruguay and Paraguay. The revolution
began on July 2nd, when the min-
ister of war was taken prisoner. The
dispatch came by way of Buenos Ayres,
dated July 7th, and at that time the
city of Asuncion, where the revolution
began at, was tranquil.

**COLLAPSE OF
COLOGNE BRIDGE**
WORKMEN PINNED
UNDER DEBRIS IN RHINE
Fourteen Bodies Are Recovered
—Fall of Scaffolding Causes
Disaster.

Cologne, July 9.—The new bridge un-
der construction over the Rhine at Col-
ogne fell to-day and a number of the
workmen engaged on the structure lost
their lives.
Up to noon fourteen bodies have been
recovered and nine men have been tak-
en from the water seriously injured. It
is impossible to exactly say how many
were killed. The scaffolding supporting
the powerful crane used in the erection
of the central span of the bridge col-
lapsed and carried with it several other
spans. Many of the workmen who
were thrown into the river are still
unrecovered and there is
no hope for their lives.

BATHING FATALITY.
London, Ont., July 9.—Willie Davis
14 years old, a son of Harry T. Green
a C. P. R. employe, was drowned while
bathing in the Thames river yester-
day.

DROWNING TRAGEDY.
Kingston, Ont., July 9.—John Don-
nelly, farm hand and ex-artilleryman,
nelly, farm hand, an ex-artilleryman,
while helping to land a capsize boat.

**DUAL TRAGEDY IS
PECULIARLY SAD**
Aged Father and Son Meet
Death in Blast
Well.
(Special to the Times.)
Portland, July 9.—A special from
Goldendale this morning describes the
peculiarly pathetic deaths of John
Shoemaker, aged 30, and his 70-year-
old father, who perished in a well 18
miles north of Goldendale in the hills
of Klickitat county, yesterday after-
noon.
The two set off to blast a well, soon
after which the son descended and be-
came ill from gas. As his old father
got him to the surface, the younger
man fell thirty feet to the bottom,
breaking his neck. His father immedi-
ately hurried down for him and suc-
ceeded himself on top of the boy's
body. Their wives, who were helping
them witness both tragedies, they
had to go a mile to the nearest neigh-
bors for assistance. The Shoemakers
homesteaded in Klickitat a year ago,
coming from North Yakima, Wash.

MANITOBA AND BATTLEFIELDS.
Winnipeg, July 9.—The Manitoba
government has given ten thousand
dollars to the Quebec battlefields fund.