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The Times

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HOUSE DISCUSSES ALL RED ROUTE

NEW ZEALAND WANTS FAST PACIFIC SERVICE

Doubtful if 25-Knot Boats Would Pay on Atlantic End.

Ottawa, July 9.—Sir Wilfrid Laurier's resolution asking parliament to endorse the All-Red Line project as formulated at the Imperial conference last summer and to authorize the government to conduct negotiations with New Zealand and Australia looking to a definite agreement as to the details of the scheme and the mutual financial obligations was debated in the Commons to-day.

Sir Wilfrid Laurier said it was doubtful 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 uncertainty at present. The subsidized service 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 obtainable. The whole scheme presented many difficulties but the principle was endorsed by everyone.

What the government wanted was simply to be able to conduct negotiations with other governments, looking to a definite mutual agreement, and a resolution to that effect was passed.

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 swimming antics of a troupe of elephants in Lake Quinsigamon yesterday afternoon. The Macomber lad was standing 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 holding him up in the air until a policeman lifted him safely to the float.

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 federation with Canada. Business men believe they would be placed at a disadvantage if the Canada tariff wall were placed around the island.

LIGHTNING PLAYS HAVOC.

Woodstock, N. B., July 9.—Lightning struck the house of Chas. Howard yesterday, and besides upsetting furniture, tore the shoe off the foot of Edmond Howard. The young man was badly burned and was taken to the hospital.

BANK OF ENGLAND.

Weekly Statement Shows Decreases in Different Departments.

London, July 9.—The rate of discount of the Bank of England remains unchanged to-day at 2½ per cent. The weekly statement of the Bank of England shows the following changes: Total reserve, decrease £15,000; circulation, decrease £225,000; bullion, decrease £88,784; other securities, decrease £6,350,000; other deposits, decrease £2,685,000; public deposits, decrease £4,765,000; notes reserve, decrease £92,000; 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

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 Interest Statement Regarding Defunct Company.

Toronto, July 9.—The liquidator of the York County Loan & Savings Company 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.

The above paragraph forms part of a statement handed out this morning by the liquidators, the National Trust Company, the settlements of the conflicting claims of the various classes of shareholders of the defunct company is given.

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.

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. Herebefore Australian stock has been imported to China, but experiment shipments are to be made from the Northwest.

CREE INDIANS ARE STARVING IN MONTANA

Natives Are Canadian Charges But Roamed Away From Dominion.

Helena, Mont., July 9.—Gov. Norris yesterday addressed a letter to the commissioner of Indian affairs at Ottawa relative to the deportation of a large band of Cree Indians, who, while Canadian charges, have for years been roaming throughout this state. The Indians participated in the Reil rebellion and with its suppression came to Montana. The state department arranged with Canada for their return but soon afterwards dissatisfied with conditions in the north they returned to this state and are now at the point of starvation, hence the letter to learn if the original allotments are still available. A number of Indians have agreed to return.

NELSON VS. GANS AGAIN.

Noted Lightweights Arrange Finish Fight to Take Place on Sept. 7th.

San Francisco, July 9.—Battling Nelson and Joe Gans last night signed articles for a finish fight to take place at Ely, Neb., on September 7th, weights to be 125 pounds at the ringside. The men agree to split the \$30,000 purse. Nelson taking \$20,000 and Gans \$10,000.

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 combustion, or a locomotive spark, swept nearly a quarter of a mile of the harbor front of East Boston, late yesterday, causing a property loss estimated at nearly \$1,500,000. Much of the loss falls upon the Boston and Albany railroad.

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 destructive that has occurred along the harbor front in many years. The flames spread with remarkable rapidity, and by the time the first fire-fighting apparatus 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 destroyed.

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 bark Belmont, of Yarmouth, N. S. The Belmont was moored by the pier, where the fire started. By the time the vessel was driven to a place of safety the superstructure and rigging had been practically destroyed.

The five-masted schooner Paul Palmer, 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 railroad, 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 combustible material, including wool, Egyptian cotton, grease and oil. It is believed spontaneous combustion 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 quarter 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 merchandise.

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 Olympic coach of the Harvard athletic committee. No reason is assigned for the dismissal. A notice of his dismissal was sent by a prominent member of the Harvard 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 immediately 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 Denver, 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 impossible, as she was caught in a fishing trap.

KING CONFERS KNIGHTHOOD.

St. Catharines, Ont., July 9.—A cablegram has been received by T. B. McLaren, president of the board of trade, announcing that his son-in-law, Wilfrid 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 summer residence on Loon Island, Muskoka.

TRAGEDY WHILE CLIMBING ROCKIES

LETHBRIDGE LADY GLISSADES TO HER DEATH

First Fatality in Canadian Alpine 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 representative 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 glissade 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 forward, 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, President 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 threatened the destruction of Luna Park, Dreamland, and the Steeple chase. The fire was brought under control in two hours. Twenty-five thousand spectators watched it rapidly devour the frame structure and saw many guests in scanty attire leap from hotel windows.

The fire started in Pabst's Loop hotel, which was totally destroyed. All the guests and employees 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. Francis, who was in charge of the yacht Bernadette, 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 at Devent 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 arrested.

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 vessels of other kinds that may desire to use the harbor. The first step toward undertaking the proposed improvement is being taken to-day. Louis Coste, late chief engineer of the Dominion public works department and now a member of the International Waterways Commission and consulting engineer to the department in which he was formerly employed, being on the ground examining into the best means of accomplishing the object 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 opposite one which is named "Cary wedge," is of rock. At present the current 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 sufficiently to give a fourteen-foot passage at low tide, which should be sufficient for the needs of those using the harbor. 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 government 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 examination of the whole question with a view of deciding on some comprehensive plan which should be carried out by the government, 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 estuary 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, according to Mr. Coste, will be to decide on a main channel, the banks of which will require to be buttressed and carried out far enough into the estuary to prevent the formation of sand bars or 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 channel whatever other outlets were required could be built as occasion demanded 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 undertaking 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 representations to Ottawa it would be provided for.

HITCHCOCK TO BE TAFT'S CHIEF BOOSTER

"Bill's" Former Manager Now Chairman of National Republican Committee.

Hot Springs, Va., July 8.—Frank Hitchcock, former first assistant postmaster general and one of the managers for Wm. H. Taft in the campaign for the Republican presidential nomination, was yesterday unanimously chosen chairman of the National Republican committee. The announcement was made shortly after 12 o'clock this afternoon following a conference 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 Republican national committee to have charge of the campaign in Ohio and chose Cincinnati as the headquarters of the Republican nominal committee.

U. S. CRICKETERS IN ENGLAND.

Worcester, Eng., July 9.—In the cricket match played here to-day between the Worcestershire team and the Philadelphians, the Americans went in first. The score at lunch time was 116 runs for eight wickets. Play was resumed after lunch and the Philadelphians 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, distributing contests to mark the course which will take the tourists over 1,700 miles in six states and over five mountain ranges, ending at Saratoga on July 23rd.

PEARY'S SHIP AT NEW BEDFORD.

New Bedford, Mass., July 9.—Commissioner 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 whale boats, whaling supplies and a quantity of supplies for the medicine chest.

C. P. R. GIVES IN TO DEMANDS OF SHOPMEN

Winnipeg, July 9.—Alarmed at the approaching harvest, now only six weeks ahead, and but little progress made before the cancellation 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 in an early settlement of the deadlock.

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 perjury 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 during 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 sufficiently to give a fourteen-foot passage at low tide, which should be sufficient for the needs of those using the harbor. This would give a passage way of between 350 and 400 feet in width.

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MAY BE WHIRLPOOL VICTIM.

Toronto, July 9.—Frederick A. Powthl, 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.

HEAVY CASUALTIES IN PARAGUAY

Recent Revolution Accounts for Over 100 Lives—400 Wounded.

Washington, July 9.—Information received 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 minister 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.

MANITOBA AND BATTLEFIELDS.

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

BOOKS SET FIRE ABLAZE

OTHERED IN CATASTROPHE

Jumping for Safety Building is gutted.

July 9.—A dozen in the second story and five and ten cent store on Ontario street were the explosion of a large work on the ground known as least nine more or less serious in two of them may die, and swept through following the explosion brought under control. Firemen removed the men who had been in basement. A seventh the basement was still being to a hospital but he will die.

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

ELSON BOUT.

Favorite at Odds of 10 to One.

July 9.—The sale of Hans-Nelson fight conducted from present indications is a certainty. All bets have been disposed of the higher priced riding briskly. There is money in sight, but the considerable. The odds on Hans still predominate instances bets are being the champion will win rounds, for which even a full figure.

PLAINT.

with I good spelling write, too busy quiet; the time to write, should "my" or "may." "The pretty flour" "how I rich or even my." "savage, than spell again!"

Best?

put up for sale like the make party and accuse same credit motives.

out, over-worked woman what has caused the "Favorite Prescription" most effective in building up, regulating the womanly doing pain and bringing up, strong, vigorous condition system.

believes that our American in most valuable medicine the cure of most of our most fatal diseases, if we investigate them; and, of this firm conviction, pride to the almost martyr, which has proven the most efficient stomach regulator, heart tonic and blood cleanser known to man. Not less marvelous, believed cures it is constantly in many peculiar affections—Pierce's Favorite Prescription attested by thousands of testimonials contributed by patients who have been cured of leucorrhoea, painful gularities, prolapsus and menorrhagia, ulceration of uterus, etc., often after many used medicines had failed.

world-famed medicines made up from the glyceric native, medicinal roots, of American forests. They employed in their manufacture original with Dr. Pierce, carried on by skilled chemists with the aid of modern appliances specially built for this purpose. They are entirely free from all other harmful habits. What is said of them the several diseases for are advised may be easily secured your name and Dr. R. V. Pierce, Buffalo, little booklet which he has containing copious extracts from standard medical books, consulted as authorities by of the several schools of their guidance in prescribing TO ALL. A postal card bring it.

Pleasant Pellets cure Constipation is the cause of disease. One "Pellet" is active, and two mild cathartics set them, and the Liver Pills first put up by Pierce, over 40 years ago, but never equaled by sugar-coated granules as candy.