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November 25, 1909



HAVE I EARNED A RENEWAL OF  
YOUR CONFIDENCE? TODAY IT  
RESTS WITH YOU TO DECIDE.

MY UNDERTAKING

- To build six hundred miles of railway in British Columbia as outlined in a preliminary contract with D. D. Mann of the Canadian Northern Railway Company. At least one hundred miles of such railway construction to be from Victoria to Barkley Sound.
  - To secure a first class freight and passenger ferry service from a point on the Mainland, at or near English Bluff, to connect with the island of Vancouver, thence by rail to Victoria; to continue the same to Barkley Sound. Said ferry service to be equal to any on this continent.
  - Construction of the Barkley Sound section to commence simultaneously with construction upon the mainland of the Canadian Northern system in British Columbia.
  - The whole work to be undertaken and completed within four years; to be begun three months after the ratification of the completed contract by the provincial legislature.
  - To secure from the Canadian Northern Railway a deposit of \$600,000 for the faithful performance of the contract, such sum to be forfeited to the province if they fail to carry out the terms of the agreement.
  - To secure from the Canadian Northern Railway Company a first mortgage upon their system in British Columbia.
  - To secure from the Canadian Northern Railway Company a covenant protecting the province from any loss whatever by virtue of its guarantee.
  - The Province of British Columbia to control freight and passenger rates upon the same plan as adopted by Manitoba in its guarantee of Canadian Northern bonds.
  - To secure from the Canadian Northern Railway Company an obligatory contract requiring them to maintain a regular continuous and daily first class passenger and freight schedule between Victoria and its continental system, so that upon completion of their lines in British Columbia, Victoria will be one of the termini of a transcontinental railway system.
  - The money realized from the sale of Canadian Northern bonds is to be handed over to the Provincial Government, and will not be paid out until the work of construction has been completed satisfactorily to the Government engineer and his certificate is furnished to the contractor. This is to ensure the public against any possible chance of an expenditure of money for which they do not receive full value.
  - Road to be constructed by the white workers of Canada. Anatics absolutely excluded from all public works in British Columbia. The company must covenant to pay the standard scale of wages on all work.
  - All material used in connection with the construction of the Canadian Northern to be purchased in British Columbia in every instance where it is possible to do so. Minimum mileage to be constructed each year, on island and mainland, will be specified in final agreement.
- Failing to carry out these promises, I shall offer my resignation to the Lieutenant-Governor.

RICHARD McBRIDE.

TAKING OVER HOTEL  
Local Optionists to Take Charge of King's, at Regina.  
Regina, Sask., Oct. 5.—Arrangements have practically been completed where by the King's hotel, considered the largest and best hostelry between Winnipeg and the coast, will be taken over and conducted by local option sup-

porters. It is the intention of the local optionists to prove that a modern hotel can be conducted on a satisfactory and paying basis without a bar. The King's is owned by J. H. Haslam, formerly of Winnipeg. It was built a couple of years ago at an estimated cost of about half a million. The local option campaign is being quietly but keenly fought on both sides in Regina and throughout Saskatchewan.

ATTEMPT TO OVERTHROW MONARCHY

IMMIGRATION SHOWS  
LARGE INCREASE

During First Quarter of Fiscal Year 130,000 Immigrants Arrived in Canada

(Special to the Times.)  
Ottawa, Oct. 5.—For the first quarter of the fiscal year the total immigration to Canada was 130,331, an increase of 76 per cent. over the corresponding period last year.

SEARCH FOR  
DYNAMITERS

RENEWED ACTIVITY  
ON PART OF POLICE

Gen. Otis, Owner of Los Angeles Times, is Accused of Libel

(Times Leased Wire.)  
Los Angeles, Cal., Oct. 5.—Following the findings in Alameda creek of a launch in which 500 pounds of giant gelatine was carried from the powder plant at Giant, on September 23, the search for the three men who manned the little craft was resumed here to-day with added energy.

The police believe they are closing in on the tracks of the men who may have been responsible for the explosion that wrecked the Times building. They are concentrating to-day upon clues furnished by Earl Rogers and Detective William J. Burns.

The police do not believe that the men who might have caused the explosion remained in Los Angeles after the charge was placed. They are of the opinion, however, that they were here for at least two days before the catastrophe.

Two men arrested as suspects are being detained.

Investigating Disaster.  
A committee of seven delegates to the convention of the California Federation of Labor, are going carefully over the ruins of the Times building to-day preparatory to filing a report of the disaster with the state board.

The committee was named yesterday and instructed to probe the affair thoroughly because of the charges made by the Times that unionism was responsible for the catastrophe. The committee is expected to report to the convention to-day.

Charge of Libel.  
General Harrison Gray Otis must appear in court to answer to complaints sworn to by J. Gallagher, a San Francisco labor leader, charging libel. Otis was arrested last night on warrants issued by Judge Shortall of San Francisco.

A writ of habeas corpus returnable at 2 o'clock to-day was issued by Judge Willis, acting presiding judge of the Los Angeles county superior court. Otis was permitted to go free on his own recognizance. He promised to appear in court at any hour.

The complaint against Otis is almost identical with that recently filed against Manager Harry Chandler of the Times. He is charged with libel for having declared in the Times, according to the allegation, that certain Los Angeles labor leaders came to Los Angeles to promote violence.

Another body, making a total of 16, was removed from the ruins this morning. It was identified as that of Grant Moore, a machinist. Moore's body was the first recovered that was not charred beyond facial recognition. It was found near the north wall of the building. A handkerchief, clasped in both hands was over the face. It is believed that he smothered before the flames reached him.

Four bodies were recovered during the night. Two of them were partially identified as W. G. Tunstall, a linotype operator and Chas. Haggerty. All lie at the morgue awaiting burial.

The commission of dynamite experts appointed by Mayor Alexander to examine the ruins in behalf of the city, probably will be able to pass upon the explosion to-day.

The excavators have almost reached the ground in the alley where the explosion is believed to have occurred. The experts then will probably be able to determine the nature of the explosion, giving the detectives further material to work with.

There are to-day are trying to determine whether the alarm clocks attached to the internal machines found beneath the Otis and Zeelandalar homes were purchased here. The explosion of the machine found at Otis home left nothing of the clock but the dial and a piece of battered metal. Its make could not be determined.

The machine found at the Zeelandalar home is under lock and key at the police station. According to the detectives, the maker's name was not stamped on the dial or the metal work. The machine consisted of fifty sticks of dynamite, 14 sticks wrapped together and the fifteenth stick placed above the bundle, so arranged with wires attached to a battery in the clock that the metal key of the alarm which would revolve when the alarm went off would complete the circuit and ignite a fuse.

The newspaper in the north with few exceptions have hampered our work," continues the detective. "They have told the public what the detectives have been doing, with the result that criminals have had ample opportunity to get away. In the future we shall give more than usual discretion. I can only say that our work is proceeding satisfactorily and we hope to get quick results."

SEEKING SITUATIONS FOR  
UNEMPLOYED TEACHERS

Proposal to Raise Loan to Promote Emigration from the Old Country

London, Oct. 5.—The League of Empire is endeavoring to find situations for London's unemployed teachers. Already many have gone to Canada and it is expected that more will go in the winter and spring. It was suggested that a loan should be raised to promote the emigration of teachers generally.

THIRTY-SIX  
PERSONS KILLED

THIRTY-ONE OTHERS  
SUSTAIN INJURIES

Electric Cars Wrecked in Collision  
Motorman Blamed for Accident in Illinois

Stanton, Ill., Oct. 5.—That John Lierman, motorman of the northbound car No. 14, was responsible for the wreck yesterday which caused the death of 36 persons, and the injury of 31 others, is the statement to-day of Vice-President Chubbuck, of the Illinois Traction Company.

Lierman fled after the accident, came to Stanton, drew his savings from the bank here and then disappeared.

The Illinois state railroad commission to-day began an investigation of the accident and the county authorities and railroad officials joined in the inquiry. The wreck is the worst that ever occurred on a traction line in Illinois.

Car number 37, southbound, running as a special bound for St. Louis, carried a crowd of people who wanted to join in the festivities in connection with the celebration of "The Veiled Prophet." Lierman's car was filled with visitors for the state fair at Springfield.

Lierman was ordered to wait at Stanton, it is said, by the traction officials for two sections of number 27. Number 27 is usually a single limited southbound car. Because of the large number of St. Louis passengers, a second car was added and run as a second section. The northbound car waited for the regular southbound car to pass and then hurried north.

The southbound special, running as a second section of number 27, was met two minutes later at the bottom of a down grade on a long curve. The superstructure of the southbound car was demolished and the northbound car twisted and splintered.

The dead were taken to Carlville and the injured removed to hospitals at Granite City and East St. Louis.

Two Arrests.  
Carlville, Ill., Oct. 5.—Motorman Lierman, of the north bound car of the Illinois Traction Company, wrecked yesterday near Stanton, appeared here to-day and was arrested.

Conductor Leonard of the north bound car, and Motorman Young, of the south bound car, are also under arrest.

AWARDED \$10,000 DAMAGES.  
London, Ont., Oct. 5.—George Rogers, who had his back broken last October at Ayr by the falling of a standpipe, was awarded \$10,000 damages from the Canadian Pacific Railway by a jury at the fall assizes before Mr. Justice Teetzel.

PASADENA'S POPULATION.  
Washington, D. C., Oct. 4.—The population of Pasadena, Cal., according to a bulletin by the census bureau, is 30,231. This is an increase of 21,174, or 232.2 per cent.

TO THE ELECTORS OF VICTORIA

During the Campaign we have repeatedly told you that the construction of the Victoria & Barkley Sound Railway was part and parcel of the proposed contract between the Province of British Columbia and Messrs. MacKenzie & Mann. We have also stated that the construction of this line is to commence simultaneously with the construction of the mainline section of the proposed railway. We have further pointed out that the Province will be secured by first mortgage upon all lines in British Columbia, and further secured by the guarantee of the Canadian Northern Ry. Co.

In order that the people of Victoria shall not be misled, we wish to state that if the above promises are not carried out, we will, if elected to represent you in the next parliament of British Columbia, resign our seats.

Richard McBride  
Henry F. W. Behusen  
Fred J. Gavey

HUNDREDS FALL IN  
FIGHTING IN PORTUGAL

King Manuel Reported to Have Taken Refuge on  
Brazilian Warship—British Cruisers Hurrying to Scene of Trouble

ABOARD BRAZILIAN  
WARSHIP

(Times Leased Wire.)  
Paris, Oct. 5.—That King Manuel of Portugal has fled for protection aboard a Brazilian warship is the news contained in a dispatch from Lisbon to-day by the central news agency, as follows:  
"Manuel has taken refuge aboard the Brazilian warship Sao Paulo. The Brazilian legation conveys this information."

London, Oct. 5.—The Evening News to-day prints a dispatch saying that King Manuel and President-elect Dr. Marshall De Fonseca of Brazil are aboard the Brazilian warship Sao Paulo.

Flight From City.

London, Oct. 5.—Civil war, accompanied by terror and anarchy, is sweeping Portugal to-day. Unchecked by armed forces, bands of rioters designated as revolutionary mobs by the loyalists sacked the homes of government officials and leading loyalists, slaughtering the inmates and firing dwellings, according to dispatches received here this afternoon.

Clericals and loyalists are fleeing from the city and abandoning their property. The most severe fighting is reported around the government buildings.

The majority of the revolutionists are armed with rifles, indicating that the fighting had long been planned.

Government stores have been ransacked and their ammunition and stands of arms seized.

Royalists are behind barricades in the principal streets of Lisbon and along the palace plaza. The revolutionists are guarding the waterfront to prevent the escape of King Manuel if he is found in the city.

The royal palace is partly wrecked. Trains are unable to reach near Lisbon than Santarem, and the Portuguese warships have closed the harbor, preventing the entrance and exit of foreign vessels.

It is reported that King Manuel sought refuge at one of the foreign legations before boarding the Brazilian warship. The British cruiser Newcastle is reported to have arrived at Lisbon.

The belief that Great Britain will interfere in the affairs of Portugal is expressed here to-day. A report that Senator Sovoral, the Portuguese minister in London, has asked the British government to intervene, is generally credited.

It is asserted that there exists a secret compact between Portugal and Great Britain whereby the British government is given a free hand in Portugal for its support in just such a crisis as the present one.

King Manuel, if he has escaped, owes his safety to the valor and loyalty of his body guard, the reformers who withstood a brief but bloody battle with the body guard barricaded the palace and prevented a peaceful capture. Manuel took refuge in an inner compartment, while his faithful followers withstood a brief but bloody battle with the body guard.

The remainder of the body guard remained until the king had a safe start and then fled.

The palace had been actually captured when the refugees left, though it was evident it would soon fall, they said.

British Cruisers Sail  
Gibraltar, Oct. 5.—The British cruiser Newcastle started for Lisbon under rush order received last night and the cruiser Minerva followed to-day. The Newcastle was lying with steam up prepared to start for China when the change of orders came and she was ordered to the Portuguese capital.

Provisional Government Formed.  
Badajoz, Spain, Oct. 5.—(Via Portuguese Frontier.)—A republican provisional government, patterned after the government of Brazil, is in control of Portugal to-day, according to refugees from Lisbon arriving here. Everywhere the royal standards have been replaced by the red and blue flags of the new republic.

The fate of King Manuel and the royal family is not known in Eastern Portugal. Confidential reports are current here that he was imprisoned after the bombardment of the palace by Portuguese warships in the hands of the rebels, and that he escaped his captors.

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Conflict Rages.

London, Oct. 5.—Hundreds have fallen and the conflict is still raging at Lisbon, according to a dispatch to the Central News agency this afternoon.

This information is taken as indicating that a large part of the population

of the capital and a considerable section of the army are still loyal to the King.

Three British warships are en route to Lisbon to-day to protect British interests in Portugal according to the Exchange Telegraph. It is not known whether the commanders of the warships are ordered to protect the Portuguese family.

The foreign office received this information unofficially and the admiral is in receipt of a long wireless message from the men-of-war ordered to the scene.

Reuters agency to-day declares that Italy and the Vatican are alarmed at the situation in Portugal. The Pope fears that the Portuguese revolution will prevent a peaceable settlement of the Holy See's controversy in Spain.

King Manuel's mother is an aunt of Queen Helena of Italy.

Bombarded by Warships.  
Santander, Spain, Oct. 5.—The German steamship Cap Blanco, anchored off Lisbon, sent a wireless message to the British warships to-day, demanding that the palace, forcing the royalists to lower their standards and capturing the palace last night.

The message did not refer to King Manuel nor the queen mother.

Fighting in Provinces.  
Berlin, Oct. 5.—A wireless message from Lisbon to the Berliner Zeitung to-day says that all the Lisbon fort and Portuguese warships in the harbor have been in the hands of the revolutionists since Tuesday afternoon, and that republican flags now are flying over fleet and fortifications.

The Lokal Anzeiger declares that the situation is uncertain in the provinces probably will support the royalists.

Later dispatches indicate that the royalists are fighting desperately in the provinces.

Fears Monarchy is Doomed.  
Paris, Oct. 5.—The Portuguese minister here, Senor Sousa Rozas, holds out no hope for the survival of the monarchy, fearing the worst for his stricken country. No word has been received officially from Lisbon to-day, and this is regarded as confirming the minister's fears.

"I fear my country is stricken," said Rozas. "I have not heard a word of officially after the outbreak of the press dispatches. I have ceased to hope for the best for my poor country."

The French foreign office was officially advised to-day that the palace at Lisbon had not been captured at midnight. This conflicts with other dispatches.

Dr. Magalhães Lima, a Portuguese Republican leader, who is lecturing here on behalf of the Republican movement, said to-day:  
"My seat has been, and only complete victory will end it. We had hoped that King Manuel would abdicate before plunging the country into revolution, but he has been the victim of bad advice and has refused. The country long has been ready to crush the dynasty and it needed only a spark, such as the assassination of Professor Bommarda, a Republican deputy and anti-Clerical, by Lieut. Rebelo, to start a revolution."  
(Concluded on page 8.)



KING MANUEL OF PORTUGAL

BIDS IN FOR  
THE SEA WAY  
TENDERS RECEIVED  
BY CITY COUNCIL

Pacific Coast Construction  
Submits the Lowest  
Figure

At Monday night's meeting of the council bids for the construction of sea wall along Dallas Road were received and referred to the engineer, the city solicitor and city purchasing agent for review. Eight tenders in all were received and there was a surprising variation in the estimated cost of the work bids ranging from over \$100,000 to under \$75,000. The various bids were as follows:  
Louis A. Borden, \$140,756 or if rock face instead of granite a reduction of \$11,010 will be made; P. Bros., \$110,884; Hugh MacDonnell, \$112,588; Moore & Pettick, \$94,837; Pacific Coast Construction Company, \$74,338; Westholm Lumber Company, \$57,336; W. E. Wilson, \$78,777; City Engineer, \$59,437. Mr. Borden's bid was accompanied by the necessary check for the amount of the bid.

The city solicitor will be asked to report on the application of S. Laiser & Co., for permission to erect a permanent awning over their house on Yates street. A majority of the members of the body, however, are in favor of granting the request forthwith. It was thought better to have specifications showing the character of the proposed awning as there will be similar applications.

A letter was read from Hon. Helmcken, protesting against being harassed for boulevards laid in from his property on Heywood way which abuts on Bentinck street. He disputed that the property was for any such assessment. The city clerk was asked to report on the matter.

On the advice of the city solicitor and the city assessor it was decided to issue a permit to Messrs. Moe Whittington for the erection of a door factory on the corner of Bridge street and Hillside avenue. A report of the two officials showed the number of petitioners in favor of the granting of the permit to Moe Whittington was twenty-seven, while those petitioning against the erection of the factory numbered seventy-two, with a property assessed at \$2,400. But within a matter of minutes the city assessor reported the number of petitioners against the granting of the permit were in the forty both in number and prevalence.

The report also stated that the assessor's judgment of the Justice in the Richards case Nulsenbe by-law, as adopted by council, cannot be applied to apply to the council is prepared to assert the mill of Messrs. Moore & Whitton would reduce the value of the assessable property in the immediate vicinity.

The city solicitor and city assessor stated that they were not prepared to advise the council that such as the one proposed would reduce the values. But, situated as it is, close to the waters of the harbor, it seemed to them that mill would rather increase values than decrease them. The assessor's conclusion by stating that the whole thing was prepared to recommend the issuance of the permit if the plans of the proposed street comply with the provisions of building by-law.

It was decided to lay on the recommendation from the city engineer and the water commissioner the city purchase for \$500 per acre of land fronting on Broad street owned by J. Allen. Ald. Matheson considered the price too high.

PRIVILEGES RESTORED  
Board of Inquiry Will Shortly Report on Conduct of West Point Cadets

West Point, N. Y., Oct. 4.—The United States military academy resumed usual routine to-day following the restoration of the privileges of the last night after they had been every privilege for over a week out of their actions in "silk Capt. Longan in the mess hall."

Shortly before 6 last evening cadets were marched to the gym where General Thomas Barry addressed them. Behind closed doors Barry and the cadets held a friendly talk. The superintendent knew nothing of the Longan incident other than what he had read in newspapers. He declared, however, that there would be punishment those whom the board of inquiry implicate in its forthcoming report.

General Barry thereupon issued order restoring full privileges.

WIFE SEES RACER KILL  
Springfield, Ill., Oct. 4.—Yaraburgh, aged 25, son of Mr. and Mrs. Vredenburg, of Springfield, was instantly killed in a 20-mile-a-mile race at the state fair last night when the car he was driving plunged through the fence and struck a tree.

Sitting in the grand amphitheatre as his bride of but a few weeks he fainted and was taken away by ambulance.

Vredenburg's body hit the toll and was thrown several feet where the car struck.

VISITORS' VIEWS.  
London, Oct. 4.—"British men at this time must be poured into unless we want to see the country influenced to too great an extent by the United States," said Bishop South, who has just returned from Canada.