

NOTHING BUT MONEY TALKS

TRAVELLERS MUST PAY WHEN RESERVING BERTHS

Railways Agree to Keep No Sleeping Accommodation Unless it is Paid For

(From Monday's Daily.)

People who contemplate travelling on Canadian railways must in future take the money in their pockets when they go to the railway offices to make their reservations of berth or sleeping accommodation. In the past it has been the custom for people to reserve their berths and then if they changed their plans they forgot all about it. The result was that people who were waiting for accommodation and who had the money to pay were inconvenienced. When the accommodation is paid for the ticket holders never forget to notify the railway people of changes in their plans.

The change has been adopted by all the railways following on a decision recently made by the Railway Commission and it is considered that the result should be mutually beneficial to the railway companies and the travelling public. A number of cases are on record of sales of accommodation being lost by the railway companies through the berths being held up to the time of the train leaving and no one knowing whether they were going or not. The new regulation does not apply to steamboat service, but it is very probable that it will be made to apply to berths aboard ship in the near future. Special arrangements are being made for out-of-town customers who telephone their reservations, and after having bought accommodation the money will be refunded on request.

MYSTERIOUS CASE

Revelstoke, June 25. — As a freight train on the south track was nearing Greenfield, north bound, and rounding a curve, an obstruction was noticed on the track a little distance ahead. It was seen to be a sectionman's hand car with the body of a man stretched out on it, the car being standing on the side of the track. Unable to pull up before hitting the hand car the engineer whistled loudly, but the man apparently took no notice. The car was hurled some distance and the man flung to the side of the track. When picked up the man was unconscious and cold, as if he had been half dead in his dangerous position on the rails before the train struck him.

He was conveyed to the hospital here and never really regained consciousness before his death, which occurred the same afternoon. The man was admitted to the hospital suffering from a fractured skull, his name being Francesco Doucas. He was employed by the Bowdoin Lumber Company. It is not known how the man came to be on the hand car on the track, and the fact that he was practically unconscious is unable to raise himself on the approach of the train, points to a suspicion of foul play, for the train reached Greenfield two men were seen lurking in the brush near the track. A post mortem was held to ascertain the cause of death, and it is evident that he died from the effects of a heavy blow on the skull, but whether caused by the engine striking him or not is unknown.

CREW OF EVA MARIE HAVE BEEN ARRESTED

Will Be Forced to Continue Cruise to Behring Sea to Hunt for Precious Pelts

(Special to the Times.)

Port Simpson, B. C., June 26. — Yesterday the police launch arrived from Prince Rupert with the ship inspector, and after a thorough inspection of the sealing schooner Eva Marie, Constable Deane, assisted by a special from Prince Rupert, arrested 26 Indian deserters. They will be forced aboard the vessel previous to her sailing. Three other Indian deserters escaped the previous night in a west coast canoe. The police are after them in launches.

The Eva Marie went ashore last week on Green Point Island, at the entrance to Prince Rupert harbor, shortly after her owner, Victor Jacobson, had left for Victoria. She was at that time in charge of Capt. Lump, the Indians at once left her in their canoes. Later she was pulled off uninjured, but the hunters refused to return to her. Now, apparently, they are being forced to complete the cruise to Behring Sea, which will last until October or November next.

ACCIDENT IN SAWMILL

Vancouver, June 25. — By having his clothing caught in a flywheel in the engine room of a sawmill at Port Hammond, James Faulkner was seriously injured and Hugh McMillan had the lower part of one of his hands almost severed, by that member coming in contact with a circular saw during McMillan's efforts to shut off the steam from the engine. McMillan was whirled round and round before his clothing gave way, when he was raised unconscious from his perilous position. Both men were brought to the city and are now lying in the general hospital.

READY FOR WAR

Washington, D. C., June 25. — The House Saturday adopted the resolution of Representative McClachlin, of California, demanding that the war department inform congress as to its preparedness to repel invasion and answer the charge that the Japanese could capture the Pacific coast. The report is to be made in December.

REFUSED WARRANT FOR CRIMINAL CHAUFFEUR

Seattle Driver Will Escape Trial, Although He Admits Incompetence

Justice seems to be leaden-footed in Seattle, judging from the following report in the Post-Intelligencer regarding the chauffeur whose gross negligence resulted in the death of little Dorothy Watters, niece of Major C. D. Dupont, of this city:

Superior Judge Gay this morning refused to issue a warrant charging Wm. Lyons, the nephew of Dr. J. H. Lyons, with manslaughter for running over and killing five-year-old Dorothy Watters on April 21st, while Lyons was driving at an unlawful rate of speed. The application was made by the dead child's father, after Deputy Prosecuting Attorney Murphy had refused to take any action.

A coroner's verdict was that Lyons was driving at an unlawful rate of speed. If this truly represented the facts, Lyons was guilty of manslaughter.

Judge Gay, however, refused to interfere on the ground that the prosecuting attorney was the absolute dictator as to prosecutions. The members of the coroner's jury and the witnesses were satisfied that Lyons should be prosecuted. He admitted that he was incompetent, that he did not set the emergency brakes when he saw the child, and that he did not blow the horn. The child was struck as it ran into the street from the sidewalk to meet its father.

The pavement showed that the machine when it struck the child was going so fast that in stopping it pieces of the tire were torn off and embedded in the asphalt. Also that after the accident the speed of the car was so great that it took twenty feet to stop it.

County Commissioner Carrigan had charge of the case, seeing that there was no prosecution. He attended the inquest as a supporter of the Lyons side of the case, and has been in court every morning that the application for the warrant has been called.

He let it be known that he, as county commissioner, would take it as a favor that no warrant be issued.

GERMAN ADMIRAL IS RETURNING FROM CHINA

Thinks There Will Be No General Uprising in Orient—Talks of Peace

(From Monday's Daily.)

Among the important passengers who arrived on Saturday last aboard the white liner Empress of Japan was Rear-Admiral Ingenohl, who has been in command of the German squadron in naval station in Chinese waters. He has just been relieved by Rear-Admiral Guhlert. With him was the German gunboat, the Zastrow. Seen by a Times representative on board the steamer the admiral said: "As usual, we do not anticipate any uprising in the country, but it is always hard to say what will happen in China. The Chinese are so peculiar it is always difficult to say what they will do next. In our part of the country there is no trouble of trouble."

"We had not heard until our arrival of the flying record of the new passenger airplane. It is a great triumph for our country to be the first in matters of peace. After all, these things are more important than those which have to do with war. We are glad to know that there is a better understanding between our country and yours. The war talk seems to be all past, and it is right that it should be so. There should be peace between two great nations like ours."

Admiral von Ingenohl is on his way to Germany by way of the C. P. R.

ZELANDIA IS WELL ON WAY TO AUSTRALIA

Left Greenock on 14th Instant to Take Place of Manuka on Canadian-Australian Run

(From Monday's Daily.)

The liner Zealandia, recently purchased by the Union Steamship Company, of New Zealand, to replace the Manuka on the Canadian-Australian line, is now on her way to Australia. She was fitted up at Greenock, Scotland, for the route to Melbourne on May 14th. She is said to be even larger than the Makara, at present the largest and fastest vessel on the line. The business between Australia and this country has been steadily increasing, so much so that the steamers at present on the run are scarcely able to handle the passengers who offer. The addition of the new liner will be welcome, and it is hoped that it will be found possible to keep four steamers on the run instead of three, thus giving more frequent sailings. The postmaster-general of Australia is interested in the matter, it being his opinion that the public is not treated fairly in the matter of service between the two countries.

At present there are three steamers on the run between Australia and this port, the Makara, the Marama and the Manuka. The smallest of these is the Manuka, which will not give place to the new vessel.

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NEW TEACHERS FOR NELSON

Nelson, June 25. — The school board is continuing to make appointments to the teaching staff, filling the vacancies that have occurred through resignations. At the monthly meeting the board appointed Miss Louise Thomas, who has spent her year's leave of absence at Truro, N. S., to succeed Miss Kate Scanlan as first assistant principal in the public school, at \$90 a month. Miss Edith B. Stearns of Slocan, joins the teaching staff at \$70 a month. Letters accepting appointments were read from Mr. Lay of Green Point, Miss Mackenzie of Greenwood, and Miss McDougall of Grenfell, Sask.

Life insurance in England dates from 1762.

MRS. SPOFFORD AGAIN W. C. T. U. PRESIDENT

Re-Elected for Twenty-Fifth Time—Several Victoria Ladies as Officers

New Westminster, June 27. — At the convention of the W. C. T. U. of British Columbia the election of officers for the coming year resulted as follows:

President—Mrs. Spofford, Victoria. Honorary President—Mrs. McNaughton, Victoria.

Vice-President—Mrs. Reekie, Vancouver. Corresponding Secretary—Mrs. Cunningham, New Westminster.

Recording and Press Secretary—Miss Marguerite Evans, Victoria. Treasurer—Mrs. Gordon Grant, Victoria.

The first part of the Thursday morning session was taken up with the reading and discussion of Mrs. Gordon Grant's interesting and comprehensive report of the woman's franchise work.

A large quantity of literature bearing on the subject had been distributed by Mrs. Grant, and a special franchise campaign had been instituted after the close of the provincial convention last year. Four months were given to arranging this campaign. Mrs. Grant working eight hours a day. The results proved that a great awakening had taken place, although not so satisfactory as had been hoped for.

A great many clergymen responded to the request that they should preach sermons on the franchise question; addresses were given in public and private gatherings; and a large number of essays were written by the public and High school pupils, for which prizes were awarded.

The plan of work for the convention was then discussed and adopted, after which Dr. Ernest Hall, of Victoria, gave a lengthy talk on social and moral reform.

With regard to their federal rights, it was time the women held an old time Boston tea party; all they were doing now was mere bubble-blowing and pillow-fighting. Party plans were divided good, true men, and gave the devil a chance to get his work in.

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considered it the highest honor she had ever received.

Mrs. Betta of Vancouver, who last year attended the Dominion convention at St. John, N. B., as a delegate from this society, gave a very full and interesting report, and was given a very hearty vote of thanks.

The closing session of what had proved a most successful convention was held in St. George's hall, New Westminster, the speakers being Mrs. Edith Murray Dow, Rossland, B. C., and Rev. Dr. Spencer, Vancouver, the former of whom spoke on "Woman's Work and Woman's Place," and the latter on the application of the Canada Temperance Act to B. C., and the history of the local option movement, pointing out how the W. C. T. U. could help.

A charming musical programme was rendered by the Misses Kenny of New Westminster, Miss Green of Victoria, and Mrs. Frank Pearson of New Westminster.

SWINDLED BY GOVERNMENT

FRENCH SMOKERS RAISE STORM OF PROTEST

Chopped Wood and Pepper Sold as Tobacco—Action Against Authorities

(By William Philip Simms, Paris Correspondent of the United Press.)

Paris, June 27. — If the French government were a private individual it could be given a long term of imprisonment at hard labor for what it has been doing to Gallic smokers. Being a government, it will probably escape any penalty whatever, though it may be that the frauds it has been perpetrating upon the smokers will stop. Then again, maybe they will not.

That the government has been cheating there is no doubt at all, and the smokers got so tired of being swindled recently that they formed a league and began formal proceedings in the courts to secure relief. The case is not ended yet, but the government has admitted that the frauds it has been perpetrating upon the smokers will stop. Then again, maybe they will not.

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