

THE EXTENSION ON STORE STREET CITY COUNCIL DID NOT ALTER DECISION

Ald. Hanna's Motion to Strike Out Section Fifteen of Proposed Agreement Defeated

(From Tuesday's Daily).

The proposed agreement with the E. & N. Railway Co. with reference to the Store street extension, was re-committed at the meeting of the city council last night, and motion was made by Ald. Hanna to strike out clause 15, which was the occasion of the dispute between the parties. The proposal was rejected, the vote standing six to four against it. Ald. Fell, Hanna, Vincent and Ross voted for the elimination of the clause, and opposed to it the were Ald. Henderson, Fullerton, Gleason, Verrinder, Meston and Hall.

Discussion of the matter was started by inquiry from Ald. Fullerton, if the alternative proposal to withdraw the objectionable clause and restrict the life of the agreement to ten years had been submitted to the railway company.

In reply to this the solicitor said the proposal had been negatived by Mr. Marpole at the time it was suggested. The Mayor said he proposed to put to the railway company as to whether they would consider a ten year lease. But he did not think the matter hinged on that.

Ald. Fell thought the matter did hinge on this. The Mayor said he thought the solicitor would instruct them plainly that it would be absolutely useless to submit anything of the kind because the railway company would not consider it.

Ald. Fell understood that his Worship would withdraw his motion to the agreement if the ten years clause were put in.

The Mayor admitted that he had been moved to this decision by the ten years clause, at a previous meeting. But he added his views were corrected afterwards in the public prints.

Ald. Hanna moved that clause 15 be struck out. In support of the motion he expressed the opinion that the best interests of the city were being obstructed by the over-extended position taken by the company. His views, he said, had been subject to considerable modification, by a better understanding of the functions of the railway commission, which, he found, was fully competent to handle the crossing question, having due regard also to the best interests of the city in that respect. In Vancouver, for instance, questions somewhat similar had come up. The Canadian Pacific Railway Company had disposed of various business sites in their property at nominal rents, and had put in furs of these establishments from their main line. They did this for the purpose of encouraging traffic for themselves and of course there was a mutual interest from the city's point of view. Then other railways had come in and demanded right of way over these spurs, which the company had installed. The point was referred to the railway commissioners who granted the request of the rival companies. It was no reason to suppose that the interests of any rival company were not considered by the commissioners. If such a question arose with respect to the Store street crossing, it did seem odd to him that the railway company should be held up by a stipulation of this kind, against crossing a street when that crossing was necessary to reach the ground purchased for new freight terminals. It was, in his opinion, he thought, that the council should persist in its position. He did not think it honest that an agitation should be started to produce a matter against the railway company.

Ald. Henderson argued that in the case of the Vancouver connections referred to by the Mayor, the matter was referred to the city, and the matter was therefore in a different position. In Victoria, the railway commissioners could not determine the question without the consent of the city. He could not see why the company should object to clause 15. If the agreement was of no consequence and the matter lay absolutely with the railway commission, why was the company so anxious to get this agreement?

Ald. Fell said he never knew that the company was anxious to get it. The wholesale merchants and shippers generally were the persons who were anxious to have the matter adjusted, so that the work of improving the terminal facilities might go on. The Canadian Pacific Railway Company had not shown any disposition which would put Victoria at risk to stand by them. If anything the city was the sutor in the case. It was only after years of indecision that the company was led to invest in Victoria, and he thought there was no reason for encouraging their enterprise rather than a contrary policy. If three blocks of Store street represented everything that Victoria possessed, it would certainly be a mean place to live in. There was not room there for one company to operate three cars a day, and if every bit of it was occupied it would not permit of the use of much more than a couple of trains a day. To imagine that the transcontinental roads were looking forward to getting over three blocks of Store street was somewhat remote reasoning for even the wonderful foresight of a Victoria alderman. To him the proposition seemed mythical, and it seemed a life time in Victoria he believed there was room for a different spirit with respect to any enterprises which desired admittance to the city.

Ald. Verrinder wanted to know if the

railway commission could force the E. & N. Co. to admit a rival line to crossing rights, supposing no stipulation to that effect were put in the agreement with the city.

The city solicitor said: "That is the law. There is no doubt about it. But any railway wanting to run on any street must have a by-law from the city. If the proposed agreement were ratified without the stipulation, as to other roads the council would not be prevented from not only authorizing any company, but they could also stipulate before the railway commission the application of any railway company to obtain running powers. The solicitor suggested, up, settle any misunderstanding on this point, that a clause be inserted in the agreement covering it.

This suggestion occasioned comment from one or two aldermen in effect that it signified that the solicitor regarded it as essential to the city's position in the matter that its rights be asserted in the agreement.

The Mayor said that Ald. Fell knew that if the wholesale merchants, instead of wasting time and going down on the knees to the E. & N. Co., rather the Canadian Pacific Railway Company, of which system it was a part, had pointed out to the commission the inadequate shipping facilities, the shape of freight yards and depots, the commissioners would have been obliged to attend to it and compel the company to provide these accommodations. The company knew full well that they were just as much safeguarded as far as a fair deal with the commission was concerned, just as well with this clause 15 as without it. If this clause was unfair to the company they had a right to appeal therefrom to the commission.

Ald. Fullerton said he understood the railway company was not troubling about the matter at all. They were willing to have the matter go to the railway commission, and did not see why the council should trouble with the matter further.

Ald. Hanna said he was prepared to accept the responsibility for originating the matter, and his reason for doing so was because he believed the council was going against the interests of the city.

Ald. Fullerton agreed that the business interests of the city were suffering for want of improved facilities for handling railway shipments. At the same time he would not consent to the elimination of clause 15 unless the agreement were limited to ten years.

Ald. Hall pointed out that if a clause were inserted, limiting the terms of the agreement, it would be in favor of striking out section 15. Without that he would have to support its retention. After some further discussion the question was put to a vote and the motion to strike out clause 15 was defeated.

The city solicitor suggested that an agent be appointed to represent the city before the railway commission.

The Mayor did not think it necessary that the city should go to any expense in the matter, unless the commission called upon the city to show cause why they refused to grant the way. He thought the necessary communications might be made by letter. The solicitor said it would be undignified to treat the commission as a supplicant. He thought an agent should be appointed.

The Mayor again raised the question of expense and was informed that the fee of such an agent would be \$25. It was agreed to leave this matter in the hands of the city solicitor.

EARTH UNREST IN ITALY PROVE CALABRIA AGAIN SHAKEN BY QUAKE

Inhabitants of Villages Flee From Their Homes—Piteous Scenes.

Reggio di Calabria, Italy, Nov. 18.—The province of Calabria was visited by another severe earthquake at twenty minutes past two this afternoon. It was especially severe at Brancaleone, Ferruzzano and Bianco, and a number of houses were shattered or damaged. The people, who had summed up courage to return to their homes after the quake of October 27th, again became panic-stricken and fled. Some of them are camped to-night in the open air, while others have taken refuge in subterranean grottoes. Men and women, rich and poor, priests and soldiers, are throwing themselves on the ground and are praying the Madonna and the saints to succor them in their misery. The gravity of the situation is increasing by the inclemency of the weather. A second violent shock was experienced in this town at three o'clock this afternoon. The people were thrown into a state of consternation, which was added to by the destruction of further damage at Ferruzzano. Assistance has been sent to that place.

CONSIDERING REPORT. The Fisheries Commission Is Now Holding Sittings in This City.

The fisheries commission appointed by the Dominion government to go fully into the subject on the coast are now sitting in the city for the final consideration of the report. Professor E. E. Pringle, Dominion fisheries commissioner, is chairman. There are also present all the other members of the commission as follows: Richard Hall, Victoria; Campbell Sweeney, Vancouver; J. P. Babcock, provincial fisheries commissioner, Victoria; J. C. Brown, New Westminster; Rev. Geo. W. Taylor, Wellington, and J. Chas. McIntosh, secretary.

GOTO'S TRUNK MAY CONTAIN SECRETS

Private Papers of Japanese Immigration Agent Come Into Possession of Mackenzie King

Vancouver, Nov. 19.—This morning Mackenzie King obtained possession of the trunk and private papers of Goto, the largest Japanese immigration agent operating on the coast. Heretofore Goto has stayed away from the city while the commission was sitting. This morning Mr. King notified him he must produce the papers or they would be seized under the powers of the commission. Goto gave them up. The commission has adjourned until tomorrow, and Mr. King will spend the afternoon looking into the secrets of the trunk. R. G. Macpherson, M.P., and Dr. Monroe, immigration officer, will be witnesses to-morrow.

THE FINANCES OF EXHIBITION DEFICIT SHOWN BY SECRETARY'S REPORT

The Heavy Expenditure on Capital Account Given as Reason for Shortage.

(From Tuesday's Daily).

The report of Secretary Smart, of the B. C. Agricultural Association, will be presented at the meeting of the society to-morrow evening. This will show that, owing to heavy expenditures on capital account, there is a deficit of \$1,300. The report was presented to the city council last evening and was as follows:

Gentlemen—I have the honor to enclose you herewith a statement showing the receipts and expenditures of the British Columbia Agricultural Association, including November 16th, 1907, and also a statement of profit and loss and assets and liabilities of the association, as audited, together with the auditor's report, which I trust will meet with your approval.

You will note that while the exhibition itself proved a financial success in that it paid its own way without the aid of any subscription from the citizens of this year, the statement of the expenditures on capital account, which the proportions of the exhibition necessitated this year, the statement of the assets and liabilities shows that a sum amounting to \$1,300 outside of the total of the account of the exhibition, was required for distribution of water, firemen's services, etc., will have to be provided for. This is a statement of the expenditure of the exhibition greatly exceeded such proportions that extra expense was inevitable.

You will note that the amount paid out in prizes alone exceeded the amount paid out in 1906 by nearly \$1,000, and expenditures all the way through were much heavier than in 1906—about \$2,500 having been expended on capital account in permanent improvements, etc.

Had the custom of previous years in taking up subscriptions been adhered to and the same proportion of expenditure been made on capital account as in previous years, the exhibition just closed would have shown a net profit of from \$3,000 to \$4,000.

The charge for wages, etc., for upkeep of the grounds during the year has been shown in this statement as an open account, as it is hoped by the management that with the stall rentals during the winter and by preparing the grounds for accommodation of the exhibition next year, that sufficient revenue can be derived to wipe out this account and show a credit balance.

In this connection, however, I would respectfully suggest that some arrangements be made by your honorable body for the year 1908, so that the exhibition year, until such time, at least, as it can begin to derive some revenue from the grounds.

It is quite necessary that a caretaker be employed on the grounds permanently, and although arrangements are now being made whereby the permanent caretaker will not actually be in use for other purposes will be cropped, and it is hoped, made to pay for himself, it is also just as essential that a sum should be provided for the payment of his wages regularly. During the past season I was under the necessity of paying these expenses personally to the extent of some \$700 or \$800, until such time as receipts were obtained from other sources (in July), but such action is hardly to be expected again from whoever may have the honor of filling my position for the coming year.

I would also respectfully beg to point out that should the exhibits at the 1908 exhibition increase in the same ratio as during the past year, which I have every confidence they will, the buildings and grounds for stock and other exhibits will prove totally inadequate, and some provision should be made at the earliest opportunity to remedy this. Notwithstanding the fact that some fifty new box-stalls were erected this year, yet the management of the exhibition was a difficult problem on their hands of attempting to house some 275 horses in about 38 box-stalls, with the aid of the accommodation at present available. Of these some 45 box-stalls on the property acquired this year by the city are on the point of falling down and should be entirely removed and replaced by new ones at once.

estimate based upon the fact that the exhibition attracted over 10,000 visitors from outside points, and that each visitor left at least \$10 in Victoria.

J. E. SMART, Secy-Treas.

| Receipts. | |
|----------------------------------|-------------|
| Balance on hand from 1906. | \$ 138 37 |
| Provincial government grant. | \$3,000 00 |
| Municipalities grant. | 200 00 |
| Sundry donations. | 25 00 |
| B. C. Electric Ry. Co. donation. | 250 00 |
| Privileges—Bar and concessions. | \$1,000 00 |
| Space. | 430 30 |
| Members' tickets. | \$2,000 00 |
| Entry fees on exhibits. | 565 70 |
| Race entries. | 420 00 |
| Vocalist. | 50 00 |
| Attendants' passes. | 234 50 |
| Grand stand receipts. | 1,300 00 |
| Prize list advertising. | 43 00 |
| Rent. | 32 50 |
| Protest fees. | 5 00 |
| Discounts. | 88 40 |
| | \$13,125 30 |

| Expenditures. | |
|-------------------------|-------------|
| Salaries. | \$ 5,159 47 |
| Sports and attractions. | \$3,754 00 |
| Race purses. | 125 00 |
| License fee. | 72 00 |
| Music. | 870 31 |
| Vocalist. | 50 00 |
| Broncho busting. | 37 63 |
| Klootchmen races. | 267 00 |
| Gate receipts. | 32 50 |
| Sundries. | 213 01 |
| | \$ 5,968 14 |

| Advertising— | |
|------------------------------|-------------|
| Posters, etc. | 258 60 |
| Posting on boards. | 207 30 |
| Prize lists. | 401 50 |
| Newspaper ads. | 551 20 |
| Postage and exp. | 277 25 |
| Sundries. | 154 50 |
| | \$ 1,850 15 |
| Stationery and printing. | 365 45 |
| Office expenses. | |
| Secy. salary. | 1,250 00 |
| Ast. secy. | 500 00 |
| Stenographer, 12 mos. | 55 00 |
| SS. | 420 00 |
| Extra stenographer, 2 mos. | 70 00 |
| Auditor's salary, 1906-1907. | 60 00 |
| Sundries. | 306 13 |
| Paid in account. | |
| Aries. | 50 00 |
| | \$ 2,652 13 |

| Halls and buildings. | |
|--------------------------|------------|
| Gates and tickets. | \$55 40 |
| Live stock and yds. | 728 00 |
| Electric light. | 474 80 |
| Water. | 137 50 |
| Feed account. | 19 10 |
| Maintenance and repairs. | 103 36 |
| | \$1,813 41 |

| Balance, 1906, receipts over expenditures. | 5 16 |
|--|-----------|
| Grounds Account. | |
| Expenditure. | |
| Salary and wages. | \$ 536 35 |
| Gravel. | 74 00 |
| Repairs and sup. | 74 00 |
| Feed. | 93 55 |
| Sundries. | 43 70 |
| | \$ 833 75 |

| Receipts. | |
|----------------------------|-----------|
| Rent of track, V. D. Club. | 235 00 |
| Rent of track, N. Club. | 60 40 |
| Assoc. of the. | 112 00 |
| Rent of stalls. | 397 90 |
| | \$ 805 30 |

| Bal., 1. e., expenditure over receipts. | 435 85 |
|---|-------------|
| Profit and Loss. | |
| Balance at 31st Oct., 1906. | \$ 747 21 |
| Receipts at 31st Oct., 1907. | 18,125 30 |
| | \$18,872 51 |

| Expenditure to 31st Oct., 1907. | \$18,872 51 |
|---------------------------------|-------------|
| Balance, 1. e., profit. | 554 00 |
| Assets and Liabilities. | |

| Assets. | |
|------------------------|-------------|
| Chattels and effects. | \$1,290 47 |
| Furniture and sup. | 286 12 |
| | \$ 1,576 59 |
| Permanent imp. | 1,159 32 |
| Due by sundry persons. | 333 84 |
| Medical and sup. ac. | 82 35 |
| Cash on hand. | 90 75 |
| | \$ 3,229 96 |

| Liabilities. | |
|------------------------|-------------|
| Capital account. | \$ 385 90 |
| Due to sundry persons. | 2,224 33 |
| | \$ 2,610 23 |

Bal., 1. e., assets over liabilities.

N. B.—To the above balance should be added the debit balance of track account, and this would make the balance of assets over liabilities \$24,492.41.

Examined and found to be correct in accordance with the books and vouchers of the association.

C. BAXTER, Auditor.

ATLANTIC END OF ALL RED ROUTE

London, Nov. 18.—The Daily Mail says preliminary steps have been taken towards the formation of a corporation for the establishment of the Atlantic section of the "All Red" route. The corporation's character gives the assurance that with cordial co-operation of the two governments the idea will be in due course become an accomplished fact.

BROTHER KILLS BROTHER.

Winnipeg, Man., Nov. 19.—Paul Blisko shot and killed his brother Max last night, and wounded a neighbor named Baleski at Little Britain ferry, north of Selkirk. Paul was sitting supper when he left the table, the two brothers were drinking, and the two men in the opposite room. No motive can be assigned for the deed. The murderer has escaped.

OWNERS BLOCKED THE STREET PAVING

Petition of Property Holders Was Sufficient to Upset Plans of Council.

At last night's meeting of the city council, report was made by the assessor upon the petition of H. Dallas Helmcken and others against the repaving of Government street, on the basis agreed upon between the council and a number of the property owners, that the city and property owners should each bear one-half the cost. The assessor found that the petition contained 25 signatures representing an assessment of \$1,654.225, being a sufficient preponderance to make the petition operative. The work therefore cannot be undertaken. The value of property represented by owners whose names were not on the petition was \$238,370.

RICH ISLANDS OF THE COAST

H. MACKLIN TELLS OF QUEEN CHARLOTTE'S Resources Describes Some of the Resources of District Which Is Now Attractive

Herbert Macklin of Simon Leiser & Co., has just returned from an extended visit to the Queen Charlotte Islands, made in the interests of his firm. The Simon Leiser Company own a small cannery at Skidegate, which is operated in a small way for the canning of salmon and chams and the production of dogfish oil, these fish abounding in large numbers on the Queen Charlotte Islands coasts. The dogfish oil, after being refined, is useful as a lubricant, and also for lighting purposes. Considerable quantities of it are used in the Union and Wellington collieries for the miners' lamps, for which it is particularly valuable.

Mr. Macklin reports that salmon, especially the cohoes, have been running freely this fall. One Indian captured 158 cohoes as a result of two hours' fishing. The salmon seek the streams of the islands for spawning, and many of these streams which Mr. Macklin visited on Graham Island, were strewn with dead fish, which he destroyed in trying to reach the spawning grounds. The dogfish, he says, are very destructive to the salmon. They follow them up the creeks and destroy the spawn. Some measures must be taken, he thinks, to protect the spawning grounds, and make the streams available to the salmon, if the industry is to be preserved in those waters.

A great future is ensured to these great islands of the province by their wonderful resources. They have in Moresby Island, and small villages ready exists at Jedway, which possesses a hotel, store and a few small dwelling houses. A sawmill is now in course of construction. This camp, owing to the wonderful promise of the mineral discoveries, is attracting attention from all parts of the American continent. A party of wealthy Colorado mining men were passengers on the boat which took Mr. Macklin to the islands, and there were also quite a number from other parts of the United States. Several investments were made, but not on a large scale. Enquiry among these investors elicited the information that the mines were as yet only prospects, and not sufficiently developed to justify the outlay of any large capital. Mr. Tretheway, the Cobalt millionaire, has secured a number of prospects there, and will make early arrangements to open up his claims. Any large deals are being handled by him.

A refusal of an offer to bond the Maple Leaf property for \$80,000 is recorded. This prospect is owned by James Wintermute, formerly of Cowichan, and consists of three claims near the Swede group, about 20 miles from Jedway. Mr. Wintermute has also acquired 25 sections of valuable timber lands on the island, and is now engaged, and extensive development work is projected for the winter. The Japs expect to make some good shipments of ore next spring. Trial shipments already made have realized \$38 to the ton. The Swede claims on the east coast of Moresby Island are classed by many as being the best find of the year, copper existing in immense bodies. Tunnels have been driven in on the 60, 150, 250 and 400 foot levels, and show up copper in every direction. The Swedes are naturally jubilant over their find, and are negotiating for the bonding of their claims for \$170,000 to a German syndicate.

In connection with the finding of this mine Mr. Macklin relates an interesting story: "The Swedes were fishing on the Skeena river in August of last year, and set out last fall on a prospecting tour around the Queen Charlotte Islands. Camping near their present claims they discovered copper stains at the foot of the hill, but little attention was given to this fact, and they resumed the work of prospecting other parts of the small islands. It was decided to abandon the place, but one of the Swedes went to the top of the hill some 600 feet high, saw more copper stains and put in a note to see what result might be attained. To his surprise a mass of copper ore revealed itself, and the claim was at once staked. Word was conveyed to Wintermute, who staked the adjoining island. The Swedes made

their way to Jedway and being short of provisions, offered to give any person one-quarter interest in the claim for a grub-stake. This offer was taken up by a Jedway man."

During his stay on the islands Mr. Macklin made a trip over the mountain near Skidegate Inlet, and showed the reporter samples of coal which he found outcropping in various places. Graham Island is as yet unsurveyed, but is being rapidly acquired by pre-emptors and investors. To the south the land is hilly, but northward the country is comparatively level and is covered with a growth of small alder, spruce and pine. The level country commences ten miles north of Skidegate, and there are several thousand acres of land yet to be pre-empted or purchased in the interior. All the land along the east side of the island for a distance of 60 miles has been staked for purchase.

There is a band of wild cattle roaming about the marshy land near Cape Brill, some thirty miles north of Telal river. These cattle originated from a herd placed on the island fifteen years ago by a man named Alexander, now dead. They subsist during the winter on the wild grasses which abound in parts of the island.

No deer exist on Graham Island, but there are some black bear, marten and land otter. Mr. Macklin made a trip into the interior of Graham Island during his visit in the Telal river district, following a blazed trail, known as Mexican Tom's trail. The trip occupied three days, and only two human habitations were encountered. Mexican Tom, who built this trail, styles himself, cattle king of Queen Charlotte Islands. Mr. Macklin made the trip alone and says he enjoyed the adventure.

There are no roads of any kind on the south side of Graham Island. The settlers are now petitioning the government for \$10,000 to build a wagon road from Skidegate to the head of Masset Inlet, a distance of 65 miles.

Graham Island promises to become an important supplying market for Prince Rupert and any other towns which may spring up on the mainland coast, as it possesses considerable agricultural capacity, and the distance across is only 70 miles. One Victoria capitalist alone has applied to the government for the purchase of 20,000 acres of agricultural land on the island, with the idea of introducing settlement. A party of ten settlers for the island is expected at Port Simpson next week.

Mr. Macklin says that geese and ducks are plentiful in all the bays and inlets of the islands. On the Telal river near Mexican Tom's farm, the geese and ducks are very plentiful. The island is also full of salmon, one drift of a small piece of net capturing 125 last summer. Mexican Tom owns about 150 head of cattle, which find pasturage on the wild grasses of the island.

A large cannery is projected for the islands. This undertaking is being promoted by Bond and Clarke of this city. It is an unvarnished fact that the island is affected by the steam being always at the greatest distance from the shaft center. The engine in its interior has caused a strikingly simple, the risk of anything getting loose, going wrong having been reduced to a minimum, while any individual working part could be made in a small machine shop.

The engine can be constructed to any size. It has been designed for marine work, and it is claimed by expert engineers that it is the greatest piece of machinery ever applied to any great liner now equipped with the turbine it would do the same work with a considerable saving in space, weight, and at least 20 per cent. less fuel consumption.

The small engine on the test work produced with 5 lbs. of steam 30 revolutions per minute; with 10 lbs., 80 revolutions; with 20 lbs., 160 revolutions; with 30 lbs., 450 revolutions, and 30 lbs. any number of revolutions up to 1,000. The starting of the engine, the varying of its speed, and reversing may be worked with the greatest ease imaginable, while from slow to full speed requires but the work of a second. The indication of great power was unmistakable, and was attested to by the clearest emissions from the exhaust pipe.

For the "radial engine," so called by the inventor, it is claimed that it has one-third more power than any other engine of its size, and that it can do it better, with greater efficiency and economy. The piston is absolutely steam tight.

The engine can go slow, half-speed, or full speed without vibration and without loss of steam. It can take full advantage of the steam pressure and velocity without, as in the case of the turbine, depending on velocity alone. It has the same power as a steam engine, but it is more compact, and that it can do anything which any other engine can do, and that it can do it better, with greater efficiency and economy. The piston is absolutely steam tight.

A well-known engineer commenting upon the invention, said it was so well balanced that the pressure of steam re-acting on the piston under a boiler pressure of 160 lbs. would not move any other engine of equal piston area. "The friction," he added, "is almost nil, while beyond doubt the steam expansion power is greater than any reciprocating engine."

The same gentleman said: "Nothing in my career has given me a greater surprise than when I made a thorough inspection and test at Messrs. Crithfield's. I have had considerable experience of every known kind of propulsion, and in my opinion this invention will bring about a revolution in the place of the turbine. It is designed for marine work, but if applied to the railway it should at least give double the power of the present locomotive. Railway engineers are being put to space, and the new engine could be fitted to any axle. As no other gear is required, it could be fitted on each axle, and the axle driven singly or coupled as required."

It may be mentioned that the inventor of the engine is an engineer of marked and well established ability.

AGENT OF ANARCHISM.

St. Petersburg, Nov. 19.—A well dressed woman, whose name was not given, was in a dying condition to-day at the station of the Tsarke Selo railroad. She confessed to having been selected to execute an important terrorist act, but courage failed and she took poison. The woman has not been identified.

TO OUTCLASS THE TURBINE OF LIVERPOOL MAN

Radial Engine Is Arousing International Interest—Its Great Steam Expansion Power

For some time past there have been rumors abroad in engineering circles to the effect that in a Liverpool engineering shop a "radial" engine has been constructed, which for power, economy in space and weight would outclass the turbine, while having the additional advantage in regard to steamships of being able to reverse almost by instantaneous action.

A Liverpool Journal of Commerce representative ascertained that the invention, which is the work of a Scotch engineer resident for many years in Liverpool, is erected and working at the engineering shop of the well-known firm of Messrs. C. and H. Crithfield, Derby road. It has been protected in England, America, and on the Continent, and already has some 200 observations of one of the largest German engineering firms, who are said to have made a very substantial offer for the patent rights.

By the courtesy of Messrs. Crithfield & Co., the Journal of Commerce representative was permitted to inspect the remarkable engine and to see its extraordinary power and adaptability thoroughly tested. Like most other great inventions, the engine has the appearance of great simplicity in construction. All that was to be seen was a small cylinder secured to a base plate, with a cylinder cover at each end and a shaft passing through two covers and supported on either side by a bearing. On the top of the cylinder was a small steam chest with a cone valve. It was exhibited in all its nakedness before the expansion valves was added. The stuffing boxes and glands were taken off, showing how the engine was running. There was no perceptible escape of steam, while when the engine was by a turn of the wheel reversed scarcely any more steam escaped. In volume than an engine equal to a puff from a tobacco pipe.

The important principle is that the steam pressure is direct on the piston rod, and the leverage is direct from the piston rod to the crank. The steam is admitted and unadmitted by its mechanism affected by the steam being always at the greatest distance from the shaft center. The engine in its interior has caused a strikingly simple, the risk of anything getting loose, going wrong having been reduced to a minimum, while any individual working part could be made in a small machine shop.

The engine can be constructed to any size. It has been designed for marine work, and it is claimed by expert engineers that it is the greatest piece of machinery ever applied to any great liner now equipped with the turbine it would do the same work with a considerable saving in space, weight, and at least 20 per cent. less fuel consumption.