

garden on Blanchard street. A small primary school is also contained in the same building, where the writing and other subjects are taught. The building is in the Queen Anne style, and is an ideal place in respect for small children. This garden enjoys the unique privilege of having its own assembly hall with handsome drop curtain.

## OLD WIDEN FORT A FURTHER DISTANCE

erty Owners on Thoroughfare Wait on Streets Committee With Scheme

(From Saturday's Daily.)  
erty owners on Fort street are of having this thoroughfare widened from Douglas street to the limits. At the meeting of the committee, held on the evening of last week, a deputation waited on the council and presented a petition for the widening of Fort street from Cook to Linden avenue.

T. Todd, speaking for the deputation, stated that they wished to have the roadway widened to a uniform width of seventy-six feet, to be paved with concrete, and also to be provided with cluster lights and also to be provided with underground drains. He requested that the council should request the uniform distance of 76 feet, that the city bear one-third of the cost, and that the city's share of the cost should not exceed \$14,996, all other costs to be borne by the ratepayers on the basis of assessment for widening and expropriation work. All other details be arranged on a case basis.

Mr. Todd said that the city owners would like to have the done at the same time as that on the portion of Fort street and as far as possible.

Todd stated that it would be an undertaking accomplished as it would improve the street immensely, and that it could be accomplished in a very short time. He would be able to present the committee further petitions to the council, and that the city would favor the proposal, and that there would be little difficulty in securing the land for widening.

Todd stated that it would take a time to educate the people to the undertaking, yet he felt quite confident that it could be accomplished. He stated that the widening of the street between the head of Yates and the junction is under the present conditions extremely dangerous, but it would be in the future in a city like this he was unable to state. The traffic there is considerable, and many accidents have been caused.

people rejected the proposition because they naturally expected the city should defray some of the cost. If, however, the owners were to bear the cost, then he thought that proposal would almost be unopposed.

was proposed by Albert Haynes, a member of the deputation, a committee from the council be appointed to approach the property owners in that section on the question of widening the street, and what they were. The street committee, however, did not give their opinion to the motion.

petition for the widening of the street from Cook street to Linden avenue received and referred to the assessor for the usual report.

## BI-CENTENARY

Anglican Clergymen Gather in Halifax

fax, N. S., Sept. 2.—Many clergymen giving for the Anglican bi-centenary, which commences to-morrow with a formal opening of All Saints' church. Dr. Courtney, New York; Dr. Macdonald, Niagara; Archbishop Gosselin, Vancouver; Bishop Olmstead, who are among the early arrivals. The city of Halifax will give a banquet in the public gardens in honor of the visitors to-morrow.

## THREATENED BY FIRE

son City, Nev., Sept. 2.—The Tabor and the resort of Glenbrook threatened by a raging fire which discovered last night in a canyon. One hundred men are out to fight the flames, while additional firemen are being held in reserve. The fire is burning in a recently cut over.

TED—Good, gentle milch cow, preferably calved, not too old. Apply to J. C. Enns, Estevan P. Lighthouse.

SALE—Portable locomotive boiler engine, 11 in. x 14 in. cylinder, on rails, English make, suitable for work on sawmill or the mill. Apply Duval & Co., Royal Oak P. O.

## Bowes' Buttermilk Toilet Lotion

bolishes sunburn, redness or roughness of the face, heals chaps or chafing, counteracts the bad effects of sun and dust, and drives winds on the complexion.

keeps the Skin Soft and smooth. Makes Hands and Arms Delicately White.

Does not promote hair growth, neither greasy nor sticky. Always fresh and pure. Unrivaled for men's use after shaving. Per bottle 25c. only, at this store.

## CYRUS H. BOWES

Chemist.  
1228 Government Street.  
Tels. 425 and 450.

## URGE INCREASE IN GERMAN ARMY

SOME NEWSPAPERS  
THINK IT NECESSARY

Reserves Have Not Been Exercised for Years for Want of Funds

Berlin, Sept. 2.—A strong demand for a considerable increase in the numbers of the German army is made both by the "Neueste Nachrichten" and the "Hamburger Nachrichten." The German Army Act of April 1906 expires in the spring of next year, and it is urged that the alteration of the political situation in Europe during the last six years imperatively necessitates an increase of Germany's military resources. The "Neueste Nachrichten" goes so far as to call upon the government to prepare itself in the course of the next few years for a fight for national existence. "These next years, so far as Germany is concerned, are the most dangerous in its history. It is our duty as a nation to see to it that our fighting forces are such that we can face this trial struggle of the future in calm certainty."

The German empire has two frontiers to defend. France, covered by England's fleet, can set all her forces in motion against us, since Italian soldiers will not bear arms against the French. Russia's career in Asia have been much diminished by the new understanding in the Far East and she can use her whole army against Germany and Austria. France since 1905 has made enormous efforts and Russia learned much in 1904-5. Once let our military efficiency be surpassed during these few years, and all prospect of peace disappears.

"As yet scarcely 50 per cent. of Germany capable of military duty perform their services, since for the rest the army has no reserves. They pass into the reserves, and these reserves have not for years been called out for exercise according to the law because the necessary funds have been lacking. The minimum indispensable requirements of the army include the establishment of thirty-three more infantry battalions, the voting of exercise funds for the reserve, the re-organization of the field artillery, and the establishment of several new cavalry regiments."

Count Reventlow, the naval expert, publishes in the "Neueste Nachrichten" the appropriations which will be laid before the Reichstag in the naval budget next session. From this statement it would appear that Germany intends to avail herself of the sale of the two battleships Kurfirst Friedrich Wilhelm and Weissenburg to Turkey in order to add two Dreadnoughts to her fleet a year ahead of the time she would otherwise have acquired them.

## WATSON-ASHORE AND SERIOUSLY DAMAGED

Passengers Taken Off on Steamer  
Buckman—Tugs Gone to Relief of Vessel

(Times Leased Wire.)  
Seattle, Wash., Sept. 2.—The ninety-two passengers taken off the grounded steamer Watson, of the Alaska-Pacific Steamship Company, which went on a reef in a fog last night, will be brought back to Seattle on the sister ship Buckman, due here from San Francisco this afternoon.

None were injured when the steamer struck on the rocks at midnight, and they will resume their journey to California on the Buckman, which will be taken to issue a warrant. Tucker had charged that the plan was a conspiracy to ruin him. He declared that his enemies stole his envelopes and sent them out ostensibly from his headquarters.

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Latest wireless reports from the Watson tend to increase the fear that the steamer is seriously damaged, and experienced seamen declare their conviction that the Watson will break up and go to pieces.

The passengers were taken off in the ship's lifeboats early this morning, and little or no excitement prevailed, according to the wireless messages received in Seattle to-day from Captain J. Griffith.

The revenue cutter Snobishom and several tugs were sent to the relief of the Watson this morning, and it is hoped that the steamer may be pulled off the reef at high tide.

The steamer Buckman, north bound from San Francisco, was reached by wireless to-day and ordered to pick up the passengers from Waddah Island and bring them to Seattle.

Waddah Island is located in the straits of Juan De Fuca, seven miles from Tatoosh Island and Cape Flattery.

The steamer Buckman arrived at Waddah Island this morning and is now en route to Seattle with the passengers of the Watson.

## TROUBLE IN PORTUGAL

Lisbon, Sept. 2.—A religious difficulty threatens to bring about serious complications in Portugal.

According to the Seculo the minister of justice has drafted a bill by which births, deaths and marriages will in future be registered civilly. This will dispense with the necessity of registration by the church, and will deprive the priests of a handsome source of income.

Meetings of protest are being organized by the clergy and a general campaign against the government has been started.

On the other hand the Republican party has begun an agitation throughout the country against the clericals. It is stated that the government intends to propose a general amnesty to those who were implicated in the attempted revolution at the end of Senor Franco's dictatorship. The King is naturally reluctant to sign a decree of the release of some of these persons, especially those who are suspected of conniving at the murder of his father and brother.

## NEW NOTICES IN THE PROVINCIAL GAZETTE

Appointment of Chief License Inspector Confirmed—Many Companies Incorporated

Colin S. Campbell, of Vancouver, has been formally installed as chief license inspector and inspector of police, in the B. C. Gazette yesterday.

Mr. Campbell is removing to Victoria to take up his residence and establish official headquarters.

Notice is also given of the appointment of Morley A. Jull as provincial livestock commissioner, vice Hodson, resigned, and of Noel S. A. A. Walling as a clerk in the Government office, and also to act as mining recorder for the Port Steele division, his appointment to date from yesterday.

During the week the following firms and corporations were duly licensed and registered: Bovril Limited; Brantford Carriage Co., Ltd.; Caisse Hypothecaire Anversoise; Ideal Bedding Co., Ltd.; Imperial Tobacco Co. of Canada, Ltd.; Laing Packing & Provision Co., Ltd.; Lang Tanning Co., Ltd.; Electric Railways Construction Co., Ltd.; Graham Island Anthracite Coal & Coke Co., Ltd.; International Financiers Limited; Kalamala Hotel Co., Ltd.; Lakewick Irrigation Co., Ltd.; Lilliole Lands Limited; Maritime Trust & Investment Co., Ltd.; Sharpe & Irvine Co., Ltd.; Underwood Co., Ltd.; Vancouver Island Coal & Refractories Co., Ltd.; and 20th Century Shoe Repairing Co., Ltd.

## DRIVEN INSANE BY CAMPAIGN CHARGES

Candidate for Wisconsin Office  
Jumps Over Bridge and is  
Drowned

La Crosse, Wis., Sept. 2.—Frank Tucker, progressive Republican candidate for attorney-general, committed suicide by jumping from a bridge into the river at Oshkosh. Tucker had been accused by his political enemies of having used state envelopes in sending out campaign pamphlets. He worried over the charge until he became deranged and friends guarded him.

As Tucker was made the bridge he broke away from the friend who accompanied him and leaped over the railing into the water. The body has not yet been recovered.

A political opponent charged that Tucker used \$12 worth of envelopes of the fire marshal's office in his campaign. He sought yesterday to have Tucker arrested, but the court refused to issue a warrant. Tucker had charged that the plan was a conspiracy to ruin him. He declared that his enemies stole his envelopes and sent them out ostensibly from his headquarters.

## PROSECUTING THE UNITED STATES WORKERS

Pittsburg Operators Will Ask the  
Court to Declare Union a  
Restraint of Trade

Pittsburg, Pa., Sept. 2.—Pittsburg coal operators are planning to ask the federal courts to declare the United Mine Workers of America an organization in restraint of trade, following suits against several officials of the union, who are charged with prolonging a strike in the Irwin-Greensburg field.

President Feehan, Vice-President Vahner, Secretary-Treasurer Donovan were arrested yesterday afternoon. Later they were released on bail. Suits will be filed against 70 of the union's miners and 10 of its leaders aided by certain Pittsburg operators, conspired to prolong the strike.

Richard Scrandall, attorney for the operators, said that twelve officials of the miners' union would be prosecuted under the Sherman anti-trust law.

## A PHILIPPINE REVOLT.

Ex-Governor, an Escaped Convict, is  
Heading It

Manila, Sept. 2.—News of an encounter between rebels who have revolted in the province of Nueva Viscaya, and Colonel Taylor, who, at the head of a detachment of constabulary, is hurrying toward the rebel base, is hourly expected here. Simeon Mandac, former governor of the province of Ilocos Norte, and a fugitive from justice, is at the head of the insurgents.

Mandac has occupied the town of Solano, population about 6,000, located in the centre of Nueva Viscaya. He has cut telegraph wires, and his strength is not known. Colonel Taylor will be reinforced by the constabulary of neighboring districts, and, if necessary, will call upon the government for federal troops.

Mandac has been sought by the authorities for several months. He is wanted on a homicide charge, having given a false statement in the attempted revolution at the end of Senor Franco's dictatorship. The King is naturally reluctant to sign a decree of the release of some of these persons, especially those who are suspected of conniving at the murder of his father and brother.

## JAMES K. REBBECK PASSES AWAY

(From Friday's Daily.)  
The death of James K. Rebbeck, of the family residence, Michigan Street, of James Knight Rebbeck of this city, a well known and highly respected citizen, whose death is a matter of regret among all who knew him. He was a native of Wiltshire, England, and for many years resided in Victoria. He was quiet and unassuming, but those whose acquaintance he made looked upon him as a valued friend. He had been ailing for some months and his death was not unexpected.

An ardent Imperialist, Mr. Rebbeck was for many years treasurer of the local Navy League. His advice was always sought in regard to all matters which came up for discussion at the league, and he was an authority on naval matters. He was an expert in the business of marine architecture, which he practiced here successfully for many years.

As a member of the Natural History Society, Mr. Rebbeck was a frequent contributor to the journal of the society. He read papers dealing with marine architecture before that body, and at the time of his death he was president of the society.

The 300 marching members of the Clock, Shirt and Suit Makers Union were stopped by the police on their way to the club and ordered to disperse.

"Lazarus had a right to eat the crumbs from the rich man's table," cried Sam Rosenthal, the leader. "Why should the rich object to our eating our own crumbs at their table?"

The appeal of their leader enthused the marchers and he was wildly cheered. They refused to break up and the inspector had patrol wagons brought out.

"Let them come," yelled Rosenthal. "They will find us waiting. We will be martyrs to our cause, men and women."

Then he harangued the crowd. Before the patrol wagons arrived many of the women became hysterical and left. Eleven remained, however, and were taken to jail.

Each of the prisoners was fined \$3 and as none was able to pay all were remanded to jail. Magistrate Houser rejected Attorney Levine's plea for leniency.

The prisoners appeared weak from starvation, some of them explaining that they had eaten nothing for 24 hours. Before arraignment 71 men were confined in a room measuring 12 by 14 feet for six hours. Many fainted as a result of breathing the foul air.

## EXPRESS HELD UP BY TRAIN ROBBERS

Courage of Engineer and Train  
Crew Drives Off the At-  
tack

Leadville, Col., Sept. 2.—As the result of an attempted train robbery on the Colorado Midland railway between Grand Divide and Fraser, yesterday one robber was dead, Engineer Stewart was shot in the leg, and an unknown tramp dangerously shot by the train porter. Some of the passengers, including one robber, shot by the train porter.

When the Midland westbound No. 3, in charge of Conductor Wesley Steels, reached Grand Divide, the robbers climbed on the tender and when the train reached mile post 32, a short distance beyond, covered Engineer Stewart with a revolver.

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Stewart, however, drew his revolver when the robber opened fire, the bullet striking Stewart in the leg. Stewart immediately opened fire, killing the man. At this moment the other bandits sent a fusillade of bullets into the door of the express, but the express men, by the way of fighting and preventing the train crew opened fire on the robbers, and they fled in the darkness.

## FIRE SITUATION IS GREATLY IMPROVED

Provisions and Assistance Being  
Sent to the Afflicted  
Districts

(Times Leased Wire.)  
Spokane, Wash., Sept. 2.—Provisions, clothing and financial assistance are still being sent to the stricken population in the Wallace and Avery districts, and it is believed that the situation is greatly improved.

The chamber of commerce fund has reached about \$25,000, and as a hundred or two more than this amount have been spent, subscriptions are still being received.

Mayor Pratt has received no more requests for nurses, and the ten who left this city nine days ago are able to cope with the situation in Wallace, according to latest reports, where there are about 33 injured under treatment.

Refugees are still drifting into the city, but these are mainly single men who claim temporary financial aid.

Fire fighters are thick in the downtown streets, and one or two crop up on the police court calendar every day, so that by this time the fire story no longer appeals to Justice Mann.

## OYSTER SEASON.

New York Health Authorities Guarding  
Public

New York, Sept. 2.—With the opening of September the threat of the oyster season for oysters, the New York health authorities have begun preparations to guard the public against polluted bivalves.

"The danger from typhoid is greater than usual," says Edward Heath, chairman of the state water pollution commission, in a bulletin of warning.

"It has been a dry season and consequently the streams have not been so well as usual. The people should therefore be more careful than ever with the oysters they eat."

"A special watch will be kept this year on the oyster business of the state and any infraction of the law which prohibits planting of oysters in waste beds will be severely prosecuted."

Lions and tigers are too weak in lung power to run more than half a mile.

## DISTURBED THE CLUB MEMBERS

UPSET KNICKERBOCKERS

Eighty-Five Sent to Jail in New  
York, Unable to Pay Their  
Fines

(Times Leased Wire.)  
New York, Sept. 2.—Seventy-four men and eleven women, of 300 striking cloak-makers, who attempted to parade Fifth avenue yesterday, are in jail on complaint of members of the Knickerbocker Club that they were being "disturbed."

The 300 marching members of the Clock, Shirt and Suit Makers Union were stopped by the police on their way to the club and ordered to disperse.

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## ESQUIMALT ROAD TO BE OPENED

(Continued from Page 3.)

Replying to a question from the chairman, Mr. McLean said that the provincial government took adequate steps to combat fires. All the road foremen employed by the province were fire wardens and constituted a permanent force which was augmented by rangers during the season of danger.

The government recognized that the timber wealth of the province was one of its greatest assets and consequently was spending a lot of time and money to preserve the forests.

The chairman asked if the evidence shown by the forestry commission showed the proportion of fires which were traceable to sparks from locomotives. He wanted a definite statement.

Mr. McLean stated that a report had been put in to the commission showing that 35 fires out of 202 had been started by locomotives.

Chairman Maybee said that the commission was just as alive to the necessity of protecting the timber wealth of the province as the provincial government. The commissioners had, for some time past, been considering the matter from every viewpoint. They were agreed that steps should be taken to prevent fires, but of question was how this could be done without working hardship on the railroads which were not responsible for all the fires. Every locomotive was absolutely prevented from starting fires there would still be lost during the dry season as careless prospectors and campers would start fires in different districts.

Detailing the steps taken by the commission to combat this phase of the fire question, the chairman said that two inspectors were at work in Manitoba and part of Saskatchewan instructing fire wardens how to inspect locomotives. Another covered part of Saskatchewan and Alberta, and the third was in British Columbia. These men were all experts in examining locomotives. It was impossible, the chairman added, for the commission to have a large staff of inspectors to inspect every locomotive as far as possible. The Dominion government had given permission to the commission to have its experts instruct all the federal fire wardens in the provinces mentioned and, if the provincial government would supply a list of its permanent fire wardens, the experts would be instructed to give similar instruction to them. So far as the railroad companies were concerned the commission had received reports showing that the companies were making considerable efforts to prevent fires, especially in the way of examining their engines. The commission had circulated a notice to all companies ordering them to clean up their tracks. Of course there would still be fires from the carelessness of engineers and other causes but the chairman believed that, by enlarging the system of inspection, the number of the trouble was being struck at.

After hearing Mr. McLean further the commission asked him for definite proposals to reduce the regions which the provincial government desired, for maps showing the fire districts and for a list of the permanent fire wardens.

Mr. McLean asked the commission to consider whether it was not imperative that a better patrol of the right-of-ways be enforced.

The chairman stated that the question of increased patrol was one which needed consideration. He had no doubt that some system might be worked out which would not impose too much expense and trouble on the railroads.

Mr. McLean and Mr. McNeil, for the railway companies, presented figures showing what was being done in the way of fighting and preventing fires. The former stated that the C. P. R. had 110 men looking after this work in the province, an average of one man to every twelve miles. The latter stated that the C. P. R. had 110 men looking after this work in the province, an average of one man to every twelve miles.

Mr. McNeil said that the G. N. R. was exceeding the requirements of the railway regulations in its efforts to keep fires down.

Mr. McLean promised to provide the commission with the information asked for and the chairman, in closing the matter, said that the commission's experts would be in the province about one month from now to inspect the provincial wardens in locomotive inspection.

In connection with the application of the order on an order compelling the E. & N. Railway Company to enlarge the swing of its bridge over the harbor and to operate same more expeditiously some amendments of opinion, which occasioned considerable merriment, were brought to light.

City Barrister Taylor contended, under sections 230 and 232 of the railway act, that the company was bound to operate the bridge so as to prevent any inconvenience to shipping. He contended these sections as giving vessels precedence over trains because the water existed before the railroad.

Chairman Maybee said that he would never make a rule giving either railroad or shipping a primary right-of-way. He thought it was simply a matter of the two working together, so that the least possible inconvenience to either would be occasioned.

Mr. Taylor said that the city was not satisfied with the manner in which the company operated the bridge. He presented an affidavit from Thomas C. Sorby, setting forth particulars of the delay caused to the tug "Eglishire," which was published in last night's Times. Mr. Taylor said that the Dominion government was spending \$100,000 improving the bridge and that this money would be practically wasted if shipping could not gain easy access to the upper harbor. He understood that the company would not open the bridge during the half-hour preceding the scheduled time of arrival of trains. At present the bridge is operated by one man and that this method was too slow. He suggested that machinery should be installed to allow of the bridge being quickly swung when whistled for.

F. Debeaux, the barrister, denied any undue inconvenience to shipping. He called P. Carroll, who had tended

the bridge for the past nineteen years, into the witness box.

Answering Mr. McMullen's questions, Carroll stated that he had received instructions when the railway was under the paramount control not to swing the bridge during twenty minutes preceding the arrival of trains. When the C. P. R. took over the road he was told to continue his work as before. He had not received any instructions from the company as to when he should not swing the bridge but was simply following the rule laid down by the former ownership. Referring to the Eglishire incident witness said that the tug Lorne whistled for the bridge five minutes before the train was due. The train came in 15 minutes late and, as it was Saturday night, some of the wheels were on the swing of the bridge, the train being exceptionally long. This prevented him from swinging the bridge until the train backed out again.

The Chairman—A most serious objection.

Witness stated that the train stopped at a semaphore before crossing the bridge. He put in calculations showing that the average time to open the bridge, allow a vessel to pass and close it again was slightly over 20 minutes.

Mr. McMullen stated that the C. P. R. was seeking to expropriate 18 acres of the Songhees reserve and intended,