

of Thousand  
From Lake  
Westward.

Sir Wilfrid Laur-  
morning to a large  
Great Lake  
interests, which  
of the Welland  
the government  
and would vote  
tion Mr. Fliding  
ould afford the ne-  
ions of dollars to

he believed in the  
ough water route  
to the foot of the  
river and lake and  
capable of accom-  
a thousand tons.  
now being taken  
hewan river navi-  
on to Winnipeg.

FLIGHT.  
24.—Hubert Lath-  
ons to-day, after  
in a monoplane  
terday for the pur-  
unting party upon  
arquis de Poligna.  
e 19 miles in 30  
his monoplane set-  
hunting lodge the  
rth, gun in hand,

successful and  
aeroplane at sun-  
return journey to  
OWNED.  
While Attempting  
s River.

23.—While attempt-  
r at a point two  
vile, 15 miles east  
ay, Mrs. Petersor  
ineyardist and her  
hter were swept  
The two were driv-  
ing and attempting  
at a ford. The water  
an usual and horse  
arried away by the  
ound a quarter of a

RAL  
DERS TO MEET  
ns for the Com-  
erl Elec-  
on.

14.—An immediate  
ders of the Liberal  
pose of outlining a  
out of the budget  
Lord Lansdowne's  
se of Lords, was  
nged meeting of the

believed to-day in par-  
that the House of  
prorogued as early  
This means that the  
mitted to the people  
expected, quite like  
week of the year.

OF RURAL  
ERY OF NELSON  
of Out Stations  
-Bishopric En-  
nt Fund.

A conference of the  
Nelson was held in  
ish hall. The rural  
the attending clergy.  
lar satisfaction that  
the rural deanery was  
regretting the absence  
by reason of sick-  
Rev. Thomas Blay-  
unfortunate accident.  
The various out-sta-  
deanery was allotted  
H. W. Simpson, Ross-  
nt and intersecting  
th Westley and Deer  
St. C. Smyth, Trail  
together with East  
Rev. J. V. Harrison,  
Patrick's mill; Rev.  
Nelson to Bonning-  
meeting points, Pond  
w Point; Rev. Chris-  
-Mile to Queens Bay  
points, Kootenay Bay  
Grey Creek, Boxwell  
wer, Kootenay lake;  
e, Alsworth, Riondel  
er Kootenay lake.

to canvass subscrip-  
tometry bishopric en-  
ng completed.  
mpson introduced as a  
of discussion. "The  
m as Adapted to  
Mr. Simpson ex-  
cursively well known  
pic," and illustrated  
lication in the work  
He suggested certain  
divisible but strong  
adoption of the  
e.

interesting discussion  
in the particular sub-  
by Mr. Simpson and  
ool work in general.  
of the rural dean-  
in Trail on January

VOL. 37.

VICTORIA, B. C., TUESDAY, NOVEMBER 30, 1909.

NO. 98.

### TORRENTIAL RAINS DO DAMAGE IN VICTORIA

#### Low-Lying Sections of City Flooded to Great Inconvenience of Householders—Downpour Heaviest During the Past Twenty Years.

(From Monday's Daily.)  
The unprecedentedly heavy rains of the past three days have not only broken all records for the past twenty years, but have caused no inconsiderable amount of damage in the low-lying sections of the city. Traffic has been suspended on the E. & N. railway owing to the washing away of numerous culverts and bridges, and Victoria has been cut off from time to time from communication with the outside world, owing to the breaks in the line not only on the Island, but at points on the Mainland. The storm seems to be general all over the Pacific Northwest, for reports of exceptionally heavy rains come from the Canadian mainland and from Oregon and Washington.

The damage and inconvenience in some sections of the city, due to the extraordinary downpour, are very extensive, though the monetary loss will, of course, be small compared with the discomfort to those whose premises are flooded. Residents in the Fairfield estate and at Cloverdale in the northern part of the city in many instances have had to abandon their homes. The lots are covered with water, making approach to the houses almost out of the question.

The Gorge road ravine, which was being filled in, the old bridge having been removed, is in danger of being washed away entirely, and the road has been closed to traffic at that point. The city officials are making every possible effort to relieve the situation, but little can be accomplished. All day yesterday City Engineer Topp and a large gang of men worked hard to open up temporary drains in the flooded areas, and this morning, acting under instructions from Mayor Hall, Mr. Topp put every available man in the city on the work.

All Turner, chairman of the streets, sewers and bridges committee, is giving all his time and attention to the effort of assisting in the work of relieving a situation which is unprecedented in the history of the city. "I have been here for thirty years," said Mayor Hall this morning, "and I have never seen anything like this. But it is foolish for people to be complaining about the city's lack of preparedness in the matter, for we have never contemplated such a heavy downpour. We are, of course, doing everything possible to relieve those who are suffering from the floods, but we cannot accomplish the impossible. The fact of the matter is that this city is simply suffering in common with all other cities in the Northwest from one of the severest rainfalls in the history of the country."

F. Napier Denison, of the meteorological service, gave some interesting figures to the Times this morning relating to the heavy rainfall. Since noon on Saturday the rainfall, as recorded at the local office, has been 3.34 inches—a very abnormal registration. The registration for the month of November thus far is 10.49 inches, which breaks all records for the past 20 years. In only one year, 1886, was there a heavier rainfall in the month of November, when the figures were 10.42—but that was for the entire month, and November of this year is not all out yet, and it is still raining—so it is supposed that all records will be broken on the present occasion. The highest record for the 20 years, excepting the abnormal fall in 1886, was 6.44—so it will be seen that the present deluge is quite unprecedented. It is not all reassuring to be told by the weather people to-day that weather indications are for more rain, although this afternoon the situation looks much better.

From all points on the Sound and Mainland of the province come stories of damage by floods, due to the torrential rains. A Vancouver correspondent, writing to the Times on Sunday, said: "The rain is doing great damage here. Many premises are flooded with water. The B. C. electric track has been washed out between here and New Westminster, and a large section of the Great Northern tracks has also gone. The C. P. R. is having trouble in the vicinity of Port Moody. No one appears to know when trains will be running again."

The Cook street drain has developed a serious problem, as a result of the indignation of the residents in that locality. Owing to the inclusion of an arch in the scheme for the construction of the drain the old drain has been cut off from receiving much of the surface water, with the consequence that the situation there already has been aggravated. The street car tracks on May street have been washed away in some places, and should the rains continue the street car company will suffer considerable loss.

A report was current this morning that some considerable damage had been done to the dams at Goldstream of the Esquimalt Waterworks Company. Theo. Lubbe, manager of the company, said to the Times this afternoon that he had just had a report from his foreman and that the damage was very slight, involving repairs costing not more than \$15.

### CROFTON TO BE THE TERMINUS

#### COWICHAN LEADER CONFIRMS THE NEWS Says East Coast Port Will Be Utilized as Lumber Ship- ping Port.

(From Monday's Daily.)  
Corroboration of the news published a few days ago by the Times, to the effect that the C.P.R. contemplates making Crofton the east coast terminus of the Cowichan Bay railway, comes from Duncan, the Cowichan Leader in its issue of Saturday last having the following:  
"We are in a position to announce this week as the result of information received from what claims to be, and we have every reason to believe in an authoritative source, that the tidewater terminus of the proposed Cowichan Lake branch of the E. & N. railway has been decided upon and will be located at Crofton.  
It was at first thought that Cowichan Bay would be the site of the sawmill and pulp plant which is to be located at the salt-water terminus of the line, but it is pointed out that Crofton affords a much more desirable location for a townsite and for lumber yards than can be found at the bay. The harbor at this point is said to be superior, also, while the fact that the houses necessary to home the workmen and their families are already built at Crofton has had something to do in deciding the company in favor of the former smelter town.  
The residents of Cowichan, however, will be glad to learn that the importance and possibilities of that locality has not been altogether overlooked, and a branch line of railway will be constructed from Crofton to Cowichan and also Mill Bay, the route following the shore line rather closely from point to point.  
The American Securities Company will construct a large mill at Crofton, and the lumber industry will give em-

### BUILDING PERMITS BEHIND THIS MONTH

#### Big Increase for the Eleven Months Over Last Year.

While the building increase of the city for the eleven months of last year totals about \$500,000, the permits issued for this month are considerably behind the figures of last year and also away behind those of last month.  
With but one day to go, the total building permits issued during the present month amount to but \$52,725 as against \$104,710 issued for November, 1908. These figures will not be altered much before the close of this month, so that November, 1909, is over \$50,000 behind November last year.  
For the eleven months of last year the total permits issued amounted to \$1,017,715, while this year the total was \$1,000,870.  
Watson Clark this morning received a permit for a small building in the Oaklands district to cost \$300.



RETRIBUTION.  
Pluvius J.—NOW, will you drop politics!

### TWENTY-THREE JAPANESE KILLED IN WRECK

#### Work Train on Great Northern Railway Goes Down An Embankment With Avalanche of Rocks and Earth.

Vancouver, Nov. 29.—Twenty-three dead and fourteen injured is the result of a work train crashing down in an avalanche of earth and rock on the Great Northern when a washout occurred near Sapperton before daylight yesterday. All the killed are Japanese.

One of the injured is Geo. W. Kent, employed at W. H. Malkin's, and how he came to be on the train is a mystery.

The train with forty Japanese and three white men on board was on its way to repair a washout near Sumas, which was holding the incoming owl train. Had the other washout not occurred the fast passenger train would have been the first over the loosened embankment, and the loss of life would have been even heavier.

It will be to-morrow before the line is cleared and all passengers and mail are being transhipped to interurban cars and brought in from New Westminster. The Sumas washout held back the only wrecking train on this division, and it was 9 o'clock this morning before operations to clear the line and remove the dead were commenced. The accident occurred on a curve near the bank of the Burnette river. Japanese were all huddled in a box car for protection from the storm, and when the disaster occurred the tender cut its way clear through this, crushing the life out of the unfortunate Japanese.

### J. SAVAGE PURCHASES VALUABLE PROPERTY

#### He Will Fit Up New Home on St. Charles Street at Once.

A real estate deal took place recently by which the residence on St. Charles street, occupied for a long time by W. Wilson, passed into the hands of James Savage, of the Pacific Coast Coal Company. The property was bought some time ago by E. S. Smith, formerly of Winnipeg. He has been occupying the house, but has vacated on the purchase by Mr. Savage. The new owner will remodel the building. He has an architect at work on the plans now. The building will be made practically a new one before he moves into it. It will probably be several months before the work is completed. The property includes two acres of land, and is one of the most desirable residential sites in the city.

### ENGINEER AND FIREMAN SUSTAIN INJURIES

#### Boiler of Locomotive Explodes and Two Men Are Thrown Down Embankment.

Berlin, Ont., Nov. 29.—On Sunday night the boiler of a locomotive, attached to a Grand Trunk freight, blew up near Petersburg. The engine was in charge of Engineer Kincaid and Fireman F. C. Camp, of Stratford. Both men were thrown down an embankment 30 feet. The engineer, though badly bruised, will recover. Fireman Camp may die, being badly scalded. The boiler was thrown forward 120 feet, ripping up tracks at intervals in that distance and tearing holes in the road bed.

### CRUSHED TO DEATH.

Seattle, Wash., Nov. 29.—John Blair, a teamster, was almost instantly killed at Fremont Saturday when a carload of poles rolled on him. Blair was on a freight car at the asbestos works, on Ewing street. He had mounted to the top of the load, which was to be dumped, and pulled out the side stakes holding the poles. The pile began to slip and Blair was carried down under the poles. He died shortly after he was removed from the pile.

### JUDGES APPOINTED TO COURT OF APPEAL

#### J. A. Macdonald Is Chief Justice--F. B. Gregory, of This City, Goes on the Supreme Court Bench.

Ottawa, Nov. 29.—The appointments of judges to the new British Columbia Court of Appeals were announced to-day as follows:  
J. A. Macdonald, Chief Justice.  
Mr. Justice Irving, of the Supreme Court.  
Mr. Justice Martin, of the Supreme Court.  
W. A. Gallher.  
F. B. Gregory, of Victoria, and Denis Murphy, of Ashcroft, have been appointed to fill the vacancies on the Supreme Court bench.  
(Concluded on page 4.)

### ALL TRAFFIC SUSPENDED ON THE E. & N. RAILWAY

#### Floods Due To Heavy Rainfall Do Extensive Dam- age All Along the Line—Bridges and Culverts Washed Away.

(From Monday's Daily.)  
The damage by the floods due to the extraordinary and unprecedented rainfall of the past few days has put the Esquimalt & Nanaimo railway completely out of business. Bridges and culverts along the whole line from Victoria to Cameron Lake have been washed away; no trains are running, and there is small prospect for an early resumption of traffic. A temporary service to East Coast points will be given by the company with the steamer City of Nanaimo and via Vancouver.

"The damage done on the E. & N. is the most serious in the history of the company," said H. E. Beasley, the superintendent, to the Times this morning. "Everything has been washed away that could be effected by the floods, clear through to Cameron lake. We are completely out of business and we certainly cannot do anything in the way of moving freight for at least ten days. We have no idea as to when a passenger service will be resumed."

Replying to questions, Mr. Beasley said that at Koksilah the river has flooded its banks and the low-lying section of land is all wash. At Ladysmith a trestle 300 feet long and 60 feet high has gone down. At Haalam creek the big bridge has been washed away, and at the site of the Sillis, Erick and Marble Works a trestle 200 feet long has also succumbed to the pressure of the water. At hundreds of other points along the line the track has been misplaced and culverts washed away, and at Waugh creek and other points serious landslides have occurred. It is impossible at present to estimate the amount of damage which the company has suffered nor will this be known for several days. It is, however, the greatest loss of the kind ever experienced in the history of the railway, and besides the financial loss involved, the interruption of communication between Victoria and points up the line, which will react with disastrous effect on the wholesale merchants of this city and business men generally.

### CHINESE RIOT OVER REMOVAL OF THE JOSS

#### Police Called in to Quell Dis- turbance Last Night.

In another effort to settle the differences of the two factions in regard to the removal of the Chinese joss house in Chinatown, a row broke out last night in the Chinese school house, Fisgard street, where the parties were assembled to take action on the matter.

A hurry call to the police asked for assistance to quell the riot, and was responded to by Detective George Far-  
due and a squad of police, who on arrival found the fighting had stopped and the disputants had dispersed.

The trouble in Chinatown broke out some time ago, when an endeavor was made by the merchant section of the community to have the joss removed. To this there was strong opposition by the working classes who swarmed the building and smashed the ballot box and a few Chinese heads in the course of operations, and the matter was let rest at that for the time being.

Yesterday a second attempt was made by the merchants of Chinatown to get the joss removed, and the meeting was swarmed by the opposing faction. Several heads were badly damaged, but by the time the police arrived the disturbance had finished and the meeting stopped. A special police guard was left to watch events, but was not called on to interfere as Chinatown remained quiet all night.

### WILL BUILD POWER PLANT.

Toronto, Nov. 29.—It is semi-officially announced here that the construction of the power works by the hydro-electric commission at Port Arthur will be proceeded with at once in spite of the injunction proceedings against the municipality itself.

### WANT TRUCKS TO CARRY LIGHTS

#### TRAM COMPANY OBJECTS TO PROPOSED AMENDMENT

#### Danger of Collisions Should By- Law Be Altered as Sug- gested.

(From Monday's Daily.)  
At this evening's meeting of the city council a proposal will be lodged by the B. C. Electric Railway Company against the proposal of the city to amend the Hired Vehicles by-law, permitting heavily loaded trucks to carry no lights after nightfall. It will be recalled that a week ago the council was petitioned to make such amendment by the truck and dray companies of the city. They pointed out that where lights are carried on heavily loaded vehicles it has been found impossible to keep the lamps burning, as because of the jolting of the vehicles, the oil was spilled. This argument appeared to the board and the request of the petitioners was granted. At this evening's meeting it had been intended to make the necessary amendment to the by-law. But now that a protest has been lodged by the B. C. Electric Railway Company, it is likely that no action will be taken in the matter and the former motion rescinded.

Mr. Goward, in his communication to the board, which will be read this evening, points out that very frequently in the past serious accidents have occurred between street cars and vehicles which have been on the car tracks without lights. It is impossible for a driver of a car to see any considerable distance ahead of him on a dark or foggy night and should heavily laden trucks be moving on the car tracks, as is often the case, just when a car is approaching, there would be serious liability to accident. The B. C. Electric Railway Company would like to be relieved of all responsibility in the mat-

(Concluded on page 4.)



J. A. MACDONALD, APPOINTED CHIEF JUSTICE OF THE COURT OF APPEAL FOR THE PROVINCE OF BRITISH COLUMBIA.