

TRAFFIC ON THE RIVER IN PROSPECT

Federation of Employes of Harriman System Insists on Reopening of Negotiations by Officials Tomorrow

DAVENPORT, Iowa, Sept. 28.—Today has been set as the day for the final crisis in the controversy between the Harriman railroads and the Federation of railway employes. An ultimatum giving Vice-President Kruttschnitt until that date to re-open negotiations with the federation represented by the presidents of the nine international shop crafts' unions composing it, was dispatched to the railroad officials today, according to union officials here.

The action was taken over the protest of President James McConnell of the international association, who presented a minority report to the convention.

The majority report favoring a strike was signed by President Franklin of the boiler makers, President Ryan of the carmen, President Kline of the blacksmiths and President Sullivan of the sheet metal workers.

The officers failed to agree, and after a session lasting until late Monday night, majority and minority reports were drawn up.

President Kline's Statement

CHICAGO, Sept. 28.—James W. Kline, president of the blacksmiths and helpers' international union, who returned today from Davenport, Mo., refused to discuss the action taken at the conference.

"The matter now rests with the international presidents," he said. "Until they issue the order, no general strike will take place, either on the Southern Pacific or the Illinois Central."

Mr. Kline, when asked about a report that the Davenport union had sent a communication to officials of the Harriman railroads said: "I cannot discuss that now."

Looks for General Strike

NEW ORLEANS, La., Sept. 28.—That a general strike of the Federated Employes of the Illinois Central and Yazoo and Mississippi Valley is imminent is the belief of W. Bowen, secretary of the Federated Employes' Union. Mr. Bowen is directing the clerks' strike, which has been in progress since the 20th inst.

At Esquimalt, said the admiral, there was a harbor second to none in the world. He urged the immediate necessity for the construction of a properly protected harbor, prepared for any emergency it might come.

HER BIRTHDAY AS A NATION (Continued from Page 1)

At the same time Italy engages to respect the sovereignty of the sultan, which implies the establishment of an administration analogous to that which Austria established over Bosnia and Herzegovina in 1879. It is affirmed in certain quarters that Turkey will accept the injunction addressed to her.

Looking to Germany

PARIS, Sept. 23.—According to the information current in diplomatic circles in Paris tonight, Italy's second note to Germany, presented on Tuesday, was couched in terms of an imperative demand that of Sunday. The note ordered the Ottoman government not to send reinforcements to Tripoli. Italy demands the right to occupy Tripoli by force.

It is divided between its duty toward its ally Italy and the desire not to lose Turkey, where many powerful interests are at work with the object of replacing Great Britain commercially.

VIENNA, Sept. 27.—A dispatch from Milan says that all railways leading to the ports are crowded with military trains loaded with war supplies. Troops destined for Tripoli are concentrated at the ports for embarkation and are awaiting completion of their equipment.

RESPONSIBILITY OF CANADIANS (Continued from Page 1)

convention which forbids former governor generals from revisiting Canada. He gave a warm eulogy of the Canadian club, describing them as the champions of civic and national righteousness. Speaking in warm terms of the Empire, he referred with the utmost satisfaction to Canada's action during his term of office in taking over the garrisons at Halifax and Esquimalt.

ITALIAN SHIPS OFF TRIPOLI (Continued from Page 1)

The news spread like wildfire. Turkish soldiers swarmed about the harbor, yelling their defiance at the Italians. The latter are in momentary fear of an attack.

The Italian consul is withholding all newspapers from Italy in order to avoid increasing the anxiety. Turkish millers are preparing to flee, but the local committee of the Union of Progress issued an order that Turkish subjects must on no account leave the town.

It is confirmed that Germany is using her good offices to secure a settlement.

Italy's Action

The censorship maintained in Italy is being relaxed. It is difficult to learn the exact state of affairs. There is no confirmation that Italy has presented an ultimatum, setting a time limit, although undoubtedly she has.

An Interesting question arises as to whether Turkey, being disarmed by weakness of her navy from sending her troops in Tripoli by sea, will claim the right to send convoys through Egypt. Such a demand would place Great Britain in a serious dilemma.

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LIST OF HEADS NOW REDUCED

Number Killed in French Naval Disaster is Estimated at 235 with 160 Wounded, 40 Dangerously

TOULON, France, Sept. 25.—The latest official estimates place the number of victims of the Liberte disaster at 235 dead and 160 wounded, 40 dangerously.

The theory that the disaster was caused by the deflagration of the "B" powder is generally accepted by the public, but naval officials claim that it is impossible. Nevertheless, Vice-Admiral Bellue tonight issued an order to all ships under his command that they land without delay powder served out to them before 1902, as well as all drill ammunition.

Engineer Murdered

SEATTLE, Sept. 26.—J. W. Springston, chief engineer of the Wright Contracting company, of Tacoma, which is building the Green River flume line for Tacoma's new water system, was shot and killed late today by A. Adressone, a subcontractor, whose work had not been passed by Springston. After killing the engineer Adressone committed suicide. The shooting occurred near Duane, in the southern part of King county, where construction crews were at work on the flume. Adressone and Springston engaged in an argument over the work done by Adressone and the shooting followed.

Caught by Advance in Cheese

MONTREAL, Que., Sept. 26.—The firm of A. McCullough and company, 88 Grey Nun street, one of the largest wholesalers of produce in Montreal, suspended payment today on the demand of Joseph B. Eustace, a township creditor, who has sold butter and cheese to the firm. The unexpected advance in cheese is given as the reason for the failure.

ROBBER KILLS HIMSELF

Raid on Utah Savings Bank Followed by Paravut and Suicide of Bandit—Money Recovered

SALT LAKE CITY, Utah, Sept. 26.—A bank robbery followed by the pursuit and suicide of the bandit, culminating in the robber's suicide, took place here this afternoon. P. O. Harvey, a former employe of a department store, presented a revolver at the head of Joseph B. Eustace, a township creditor, who has sold butter and cheese to the firm.

As he ran he would from time to time turn on his pursuers and flourish his pistol to keep them back. He ran into an alley in the rear of the Wells Fargo Express office, after which he dashed through into Main street. Going north on Main street, he was followed by a crowd of about 80 citizens, who exclaimed: "They'll never get me alive."

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which piers would be built inside the breakwaters. They would shelter a large area more than double that of Southampton harbor, and would permit of piers being constructed affording shelter and dockage for a large fleet of steamers.

Mr. Sorby suggests that work be begun without delay to form a bank with the material taken out of the inner harbor, a bank of from 300 to 450 feet wide, according to the depth of water, to a depth of 20 feet below low water, where the bank would be about 200ft. in width. It would not be necessary to buy any material to build this bank, which could be constructed from the waste taken from the inner harbor.

The cost of the two breakwaters would be in the neighborhood of a million and a quarter of dollars. Inside the breakwaters piers or wharves would be constructed, with warehouses on these and facilities for handling cargo expeditiously, presumably by private enterprise, the government work being confined to the construction of the breakwaters and the clearing out of the area of water enclosed, which it is proposed to deepen to shoal point to a depth of 22 feet all over.

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Suggested Improvements

Mr. Sorby, on behalf of the Inner Harbor Association, has prepared a memorandum of the work required for the improvement of the harbor, as follows:

1. To remove the two masses of rock lying off Shoal Point, marked "A" and "A'" on map to 20 feet at low water and clear the channel to its full available width.

2. To remove the rocks at the west side of the entrance to the harbor, marked "B" on map, to a depth of 20 feet at low water, and clear the channel to its full available width.

3. To complete the removal of Dragger Rock marked "C" on the map, to a depth of 20 feet, and clear the channel to its full available width.

4. To remove the rock to the south of Tuzo Rock, near the spar buoy, to the standard depth.

5. To excavate the northwest passage to its standard depth.

6. To remove that part of Laurel Point belonging to the Provincial Government, to a depth of 20 feet below low water.

7. To deepen Rock Bay to 20 and 16 feet by removal of the old wooden bridge by the city.

8. To deepen the Upper Harbor 20 feet all over, including the bay to the north of Turle's Ways, as far as may be available, after laying out the Reserve.

9. On completion, by the City of Victoria of the movable span in Point Ellice Bridge, to deepen the Selkirk water, and the creek to 20 and 10 feet.

10. To remove the rocks to the east shore, under the proposed new wharf of Songhees Point and excavate to the depth of 20 feet, and clear the material in the building of a reclamation wall or filling in behind.

11. To remove Pelly Island and all the surrounding rocks forming the island between the present steam boat channel and the proposed new wharf to the standard depth of 20 feet at low water.

12. To dump the whole of the material dredged by the dipper dredges, or blasted out (unless otherwise required) in the formation of a bank southwestward from Ogden Point.

13. To construct a breakwater from Ogden Point, in a southeasterly direction, as a basis for the development of outer docks.

14. To construct a similar breakwater from Macaulay Point in a southeasterly direction.

15. To excavate the whole of the entrance to the harbor south of Shoal Point to 32 feet at low water.

NEW B. C. RAILWAY

Arrangements for Building a Road from Lytton to Fort George

President Jean Wolkenstein and a number of his brother tourists of the British Columbia & Alaska Railway Company have just returned from a visit to Fort George, where they inspected the plans of the proposed line from Lytton. It will be remembered that the Lytton was rushed through in double quick time in order that priority in selection of routes might be obtained over the G. T. R. Plans of the survey are now filed with both the federal and provincial authorities, and it is reported that arrangements for commencement of construction are advancing rapidly, although whether or not it is made public, very recently, however, Mr. Wolkenstein has announced that he has made application for a new charter covering the extension of their line from Fort George to an unnamed point in southeastern Alaska.

"NAVAL BASE THAT IS SECOND TO NONE"

Lord Charles Beresford Inspects Esquimalt Navy Yard—Will Make Some Recommendations

Yesterday afternoon Admiral Lord Charles Beresford, K.C.B., M.P., accompanied by Lord Desborough and Mr. H. F. Bullen, director of the B.C. Marine railway, paid a visit of inspection to the naval dockyard at Esquimalt. They were accompanied by a party of friends, consisting of His Grace the Duke of Sutherland, K.G., and his son, the Marquis of Stafford, Viscount Castlereagh, Lord Newton, Mr. Stevens, Mr. W. Ambrey, a complete tour of the dockyard was made, after which Lord Charles Beresford and his friends were conducted round the repair and machine shops of the naval dockyard by Mr. Bullen and the chief engineer. Lord Charles made a searching examination of the plant, and could not refrain from repeated exclamations of indignation or amused astonishment because the yard had fallen into such disrepair.

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KAMAKURA MARU FROM FAR EAST

Nippon Yusen Kaisha Liner Reached the Outer Wharf Yesterday from Kobe and Yokohama

With 104 passengers and a cargo of about 145 tons of wheat, the Kamakura Maru, Capt. B. Kon, reached the outer wharf yesterday from Kobe and Yokohama, which latter port she left on September 25th. The Kamakura Maru brought news that a canal had been blasted by the salvage company at work on the Empress of China through which it was hoped to drag the stranded C. E. R. liner to deep water. The salvagers are now engaged in patching the hull and it was hoped to make another attempt to float the vessel shortly.

When the Kamakura Maru was passing the scene of the wreck of the Empress of China en route to Victoria another steamer was seen ashore nearby, the Japanese steamer Kashima Maru, 2322 tons, owned at Otaru, Japan. The Japanese steamer went ashore close to the Empress of China, and arrangements were made with the salvage steamer Oura Maru and Arima Maru, which were engaged at the Empress, to go to the assistance of the stranded Kashima Maru. The Japanese steamer is loaded with lumber from Otaru for Yokohama.

There were 20 saloon passengers on the Kamakura Maru, including Mr. A. T. Hellyer, a tea buyer from Chicago, and his family; Mrs. Takahashi and children, wife and family of the new Japanese consul at Seattle; Mrs. N. Gamewell, a missionary from China; Mr. and Mrs. J. B. Bann, a party from Japan; Mr. R. L. Hutchings, of the United States army medical reserve from Manila; Mr. W. N. Mahon, a contractor from Manila; Mrs. J. S. Partridge from Manila; Mrs. G. Taylor from Japan; Chu Tsu Shung, Mr. Tai Chai and Wang Che, naval students from China bound to Boston to enter a college. For Victoria the steamer had 24 Japanese stowage passengers, and there were 42 for Seattle.

The cargo for Victoria was made up as follows: Lily bulbs, 3500 cases; tea, 2814 cases; sugar, 1150 bags; misc and soy, etc., 487 cases; rice and beans, 145 bags; matings, 80 rolls; silk goods, 383 cases; porcelain and merchandise, 909 packages. Total, 10,523 packages.

For Seattle and overlaid points the cargo totaled 2192 tons made up as follows: Bean oil cakes, 6800 bags; tea, 6091 cases; lily bulbs, 1337 cases; rice and beans, 1398 bags; canned goods, 1081 cases; etc. The cargo was purchased by the following: Lily bulbs, 3500 cases; tea, 2814 cases; sugar, 1150 bags; misc and soy, etc., 487 cases; rice and beans, 145 bags; matings, 80 rolls; silk goods, 383 cases; porcelain and merchandise, 909 packages. Total, 10,523 packages.

To Recover Colors

The arrest of a museum keeper at Tokyo shortly before the Kamakura Maru sailed revealed a plot on the part of a Russian regiment, which had its colors captured at Port Arthur, to regain them by purchase. The museum keeper was induced to steal the flag which was to have been sold to Russians representing the regiment for \$15,000.

STEAMER ALASKAN MAY BE PURCHASED

Vessel Formerly Known as Steam Schooner Mischief May Be Bought by Victoria Firm

Negotiations are under way by a Victoria firm for the purchase of the steamer Alaskan, once operated from this port as the steam schooner Mischief. The vessel was purchased some years ago by a Sound firm, and after being remodelled, being built up and otherwise altered, was operated at Alaskan ports. As the Mischief, the vessel plied for some years to the west coast and made several trips to Bering sea.

Tenders for Kamloops Home—A number of tenders for the erection of the first, or east, wing of the new provincial home at Kamloops have been received by the public works department, the period for the receipt of bids for this important work will close on the 20th, and it is expected that these will receive executive consideration and an announcement be made as to an award of contract upon the return to the Capital of Hon. Dr. Cameron, which was to have been held in Victoria and made several trips to Bering sea.

Mr. Sorby Outlines Plan to Make Outer Harbor for Victoria in Preparation for Panama Trade

At a quarterly meeting of the Board of Trade to be held on October 13th, the matter of harbor improvement is to be considered. The report of the harbor development committee of the board presented in July last said:

"As the business of the port grows the breakwater between Holland Point and Broche Ledge can be constructed and would provide for the future requirements of the port so fast as present need be considered. The proposed breakwater presents no serious engineering difficulties and Mr. Keefer, in his report to the Dominion government, estimated the cost at \$1,280,000, which is a small sum compared with the vast expenditures for similar purposes on the Atlantic seaboard are considered."

"With the expected opening of the Panama canal in 1915 there will be great changes on the Pacific seaboard, and in order to secure for Victoria a full measure of the general prosperity which appears to be assured it will be necessary to look ahead in making plans to consider some scheme of harbor development and control by a corporate body assisted from public funds."

PARLIAMENT SQUARE

Expedition is being shown by the contractors for the new southern, eastern and western wharves at Parliament Square, Messrs. Macdonald & Wilson of Vancouver, who already have completed the construction of the moving back of the street and also have practically completed the construction of the moving back of the street old Legislative Hall, latterly utilized as a Provincial Mineral Museum. For some time this is to be placed immediately in front of the new south facade and library building. It is expected that a permanent site will be secured to later a permanent site will be secured to

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Range III

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