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# The Times

TWICE-A-WEEK EDITION.

VICTORIA, B. C. TUESDAY, JANUARY 8, 1907.

VOL. 38

No. 27.

## LIBERAL RALLY IN VICTORIA THEATRE

### Provincial Campaign Will Open This Evening— J. A. Macdonald and W. W. B. McInnes Confident of Victory.

(From Monday's Daily.)

J. A. Macdonald, Liberal leader of the province, who is now in the city, is in the best of spirits. He says: "I am confident of success," and his manner indicates that he realizes that he is playing a winning game. The upper country he says is going decidedly Liberal and every day the signs become more unmistakable that the present government is doomed.

"I would rather be a member of the cabinet of British Columbia than Governor of the Yukon." That is the reaction given by W. W. B. McInnes for his return to British Columbia. The ex-Governor of the Yukon explains that with the important position which British Columbia is now occupying the inducements to become identified with the province are great. There can be no question that Mr. McInnes expects the Liberals to sweep the country. He says he did not come back to British Columbia to be a private member of the legislature. He came back to be a member of the next government.

He explains that he came into the present fight because he was urged to do so by the leader of the opposition, J. A. Macdonald. Under these circumstances he felt he could not well refuse. If he could be of service to the party, and if he could do so, Mr. Macdonald showed that he considered that this was the case. It was not a political thing for him to refuse to come into the campaign.

This in brief explains fully why Mr. McInnes has returned to the province where he had political birth.

Mr. Macdonald reached Victoria last evening, accompanied by Mr. McInnes. The trip across the province has been a triumphal one wherever stops were made. A very short stay was made in Vancouver, where the train was late in arriving and the party came right on to Victoria. To-morrow evening a grand rally is to be held in Vancouver, where the electors of the Terminal City will have the same opportunity to hear the Liberal policy discussed as is afforded Victoria to-night.

Mr. Macdonald is confident and able lieutenant Mr. McInnes are confident of victory at the polls. Mr. McInnes will run for Vancouver, and he says: "I am not running there to lose, either." His remarks given above show that the ex-Governor has no doubt as to the general result of the election.

While the campaign is now beginning in real earnest in so far as the Liberals are concerned, Mr. Macdonald says that the upper country is decidedly in favor of the Liberal party. The opposition expects to have no difficulty in carrying Rossland. An awkward attempt was made in that riding to unite in one man the Conservative, Labor and Socialist vote. The attempt failed, however. It fell through its own weight, and the prospective candidate who was to combine all

## FAMILY KILLED BY ILLUMINATING GAS

Burlington, Vt., Jan. 7.—The entire family of Geo. Devine, at Winoski, consisting of six persons, the father, mother and four children, were killed during the night by illuminating gas, which entered the house from a break in the street main through a sewer pipe.

## MET MANY WASHOUTS.

Former Victorian Returning From Southern California Met With Severe Weather.

Foster MacGurn, formerly in the life insurance business in this city, manager for British Columbia of the Mutual Life of New York and a member of the firm of Helstrom & Co., has returned to this city and will probably locate here permanently.

"It is five years since I was last in the city," said Mr. MacGurn, "but I have kept track of affairs here and it is really the new found prosperity of the city which has brought me back. In the business in which I have been engaged, insurance, the new regulations by congress which come as a result of the recent insurance commission, has rendered it impossible for a man to make one-third of his former income at the present time though the rate of insurances is as large as ever. The regulations will, I am sure, be ultimately abolished."

Mr. MacGurn had a strenuous time on his trip north from Southern California.

## THE FIGHT TO SAVE HARRY THAW

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#### His Mother Has Been Advised That This is Only Course Left to Pursue.

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The latest persons to advise Mrs. Thaw to follow this course are United States Senator P. C. Knox, of Pennsylvania, and Justice McKenna, of the United States Supreme Court.

This information comes to a person who is very close to the Thaw family. Mrs. Thaw has at last decided to adopt this course if it is possible. Harry Thaw is not to be told of it until the last moment. Then it will be made plain to him that the insanity plea is the only one that can save him. If he does not consent to adopt it his relations, it is said, will withdraw from the case.

## BARQUE PROBABLY STRUCK ROCKS

### CAUGHT IN STORM OFF OREGON COAST

#### Tug Compelled to Cut Hawsers—Sailing Vessel Left at Mercy of Winds.

Marshfield, Or., Jan. 6.—The American barque Big Bonanza, with six men on board, bound for San Francisco to Portland, is believed to have foundered on Seal Rocks about 100 miles south of here.

The Bonanza was in tow of the tug Sampson, which arrived here badly stove in after a terrible experience with the Elms, which nearly ended in the tug's going to destruction. The Sampson and her tow left San Francisco January 1st. The barque was light and when the heavy storm of Tuesday struck them it was impossible for the tug to handle her tow.

When a few miles north of Seal Rocks, and about fifteen miles off shore in order to save himself, Captain Robert Jones of the Sampson was compelled to cut away his hawsers and leave the barque to the mercy of the winds. Five minutes later the barque was out of sight. When last seen the Bonanza was listing and making to the westward.

The Sampson attempted to keep the barque in sight but a heavy sea struck her amidships, staving in part of her cabin, flooding her engines and boilers, breaking both water gauges. This mishap allowed the tug's steam to escape. In addition to this her fusible plugs burned out and allowed the water to escape from her boilers. When the boilers cooled the tug's crew made temporary repairs.

The boilers were filled with sea water and the water from the vessel's side in buckets, and berths and woodwork of the craft were torn in order to get in sufficient steam to start the oil-burning apparatus. When she finally got under headway the Sampson was within a mile of the rocks and driving toward them. Capt. Jones says that when about eight miles from shore Thursday evening he sighted a steamer going south and burned a flare light for over twenty minutes. Although the night was so clear that he could see the steamer's lights she passed on without paying any attention to him.

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This information comes to a person who is very close to the Thaw family. Mrs. Thaw has at last decided to adopt this course if it is possible. Harry Thaw is not to be told of it until the last moment. Then it will be made plain to him that the insanity plea is the only one that can save him. If he does not consent to adopt it his relations, it is said, will withdraw from the case.

## THE FIGHT TO SAVE HARRY THAW

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## WRECK OF C. P. R. EASTBOUND EXPRESS

### Two Men Caught Under Debris and Died Before They Could Be Released—Eight Persons Injured.

Winnipeg, Jan. 7.—Two men were instantly killed and eight other passengers more or less injured in the wreck of the C. P. R. eastbound transcontinental express yesterday afternoon, near Kaminitiqua, twenty-five miles west of Fort William.

The following account of the wreck is given out from the C. P. R. offices here:

The trans-continental express, which left here on Saturday for the East, was wrecked yesterday afternoon, a half mile east of Kaminitiqua. Two men were killed and six injured. The wreck was due to a broken rail, which threw the small car out of the coaches following off the track. The dining car and sleepers kept the rails.

One coach, which left the track, was thrown across and partially down the embankment, and the side of it was crushed in by the coach following. It was here that the fatalities occurred.

Ed Smith, one of those killed, was on his way to Montreal, and Campbell was on his way home to England. Both of these men were pinned under the wreckage, and died before they could be released.

The injuries to passengers were largely due to broken glass, or to the fact that they were thrown against the seats or side of the car when it was overturned. The names of the killed and injured follow:

Killed.

H. Smith, Montreal, waiter, aged 19 years.

K. Campbell, Montreal, waiter, aged 34 years.

Injured.

Lewis Konar, Montreal, cut about head.

A. M. Ferguson, mail clerk, Winnipeg, cut and bruised about head and shoulder dislocated.

Mrs. Ancaster, Ningsa, Man., severe shock.

K. B. Keyes, Balcarres, shoulder bruised, wrist dislocated.

W. Marstrand, Northumberland, Eng., left arm and hand cut.

H. Fisher, England, head severely cut.

R. Barber, London, Eng., shoulder and head cut and bruised.

H. Thompson, Sheffield, England, head cut.

Passengers.

Among the passengers were the following: M. Stuart, Winnipeg; A. Papulist, Melita; Miss H. Baines, East Grey; Mrs. T. K. Colledge, Maple Creek; Chas. Aswakey, Waskada; H. W. Hunt and wife, Calgary; Mr. and Mrs. Andrew, R. V. Brethour and son, N. Jarvis, Mrs. Amot, Miss Leask, Mrs. Peter, G. B. Hayes, G. T. Mutch, Lumsden; Colin Campbell and wife, Winnipeg; Mrs. Thompson and daughter, Winnipeg; Ed. Cook, W. Dunnigan, L. McLean, Medicine Hat; M. Deas, Carlisle; Leslie H. Pellatt, Butte; T. Needman, Toronto; W. G. Davies, Elkhoron; A. Baker, Elkhoron; Chas. F. Holland, M. M. Gordon, Mrs. J. Gordon, Winnipeg; Miss Lillian Cross, Winnipeg; F. S. Baker, Toronto; George Reemple, Berlin; Mrs. Higniton, Minnedosa; J. E. McIntyre, Duck Lake; D. L. Anderson, G. F. Stephens, G. F. D. O'Grady, O. W. Oliver, Edna Kibler, R. Richardson and wife, W. Jackson, C. M. Spalding, John B. Smithson, Winnipeg; James Davidson, James Agar and Robt. Hamilton, Killarney.

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