AN APPALLING DISASTER AT BIG QUEBEC BRIDGE

South Half of Structure Collapses and Falls Into the River

OVER EIGHTY MEN ARE KILLED

Many Pinned in Wreck and Cannot be Rescued.—History of the Great Project.

Quebec, Aug. 29.—A section of the new bridge across the St. Lawrence river, five miles below this city, collapsed today, carrying scores of bridge workers and mechanics into the water. It is estimated that the loss of life is at least sixty, and may exceed that number by twenty.

The bridge was about a mile and a half in length, and half of it, from the south shore to midstream, crumpled up and dropped into the water. Ninety men were at work on this section of the structure, and the whistle had just blown at 5.30 for the men to quit work for the day, when there came a grinding sound from the bridge at midstream. The men turned to see what had happened, and an instant later the cry went up: "The bridge is falling."

The men made a rush shorewards, but the distance was too great for them to escape. The fallen section of the bridge dragged others after it, the slipping girders and cables booming like a crash of artillery. Terror lent fleetness to the feet of the frightened workmen as they sped shorewards, but only a few of them reached safety before the last piece of the work of the south side was dragged into the river. Nearer shore the wreckage of the bridge did not go below the surface of the water, and the workmen who remained above were rescued and taken to the hospital at Levis.

The steamer Glenmount had just cleared the bridge when the first section went. The water thrown up by the debris came clean over the bridge of the steamer. The captain at once lowered boats. The small boats plied backwards and forwards over the sunken wreckage for half an hour, but there was no sign of the life. The twisted iron and steel held its victims in a terrible deathgrip. A few floating tubes and the broken strands of the bridge toward the north shore were the only signs that anything unusual had happened. There was not a ripple on the smooth surface of the St. Lawrence as it swept along toward the gulf.

All the men drowned were employed by the Phoenixville Bridge company and the sub-contractors of Montreal.

At 10 o'clock tonight sixteen bodies had been picked up, and of the eight men in the Levis hospital two are not expected to live throughout the night.

The Quebec bridge was begun about seven years ago, and it was to be finished in 1909. Subsidies had been granted by the federal and provincial governments and the city of Quebec, and the estimated cost of the work was $10,000,000. The Phoenixville Bridge company, of Pennsylvania, had the contract for the construction of the bridge, and were working from both sides of the river.

Eighty-Four Victims.

Quebec, Aug. 29.—The anchor pier on the Levis side of the Quebec bridge gave way today and went down into the river at 5:30 p. m., carrying with it over 800 feet of superstructure. At the time the bridge was covered with workingmen, and 84 of these are believed to have perished. So far 16 bodies have been recovered.

At the moment of collapse a locomotive and nine loads of iron had gone on the bridge. They went down with the wreck. It is suspected that some hidden defect had developed. The men killed were mostly Americans in the employ of the Phoenix Bridge Co., of Phoenixville, Pa.

The surveyors are so completely numbed by the disaster that they are unable to tell exactly how it happened. Those on shore say that the north end of the arch bent down a little and a moment later the whole enormous fabric began to settle down, slowly at first and then fell with a great plunge, which churned up the river and left only a blank where a moment before had been the beginning of the world's greatest bridge.

Ninety-two men were working on the bridge when it collapsed, and of these eight were recovered alive immediately after the disaster by boats.

Pinned in Wreckage.

The horror of the situation was increased by the fact that there were a number of wounded men pinioned in the wreckage near the shore. Their groans and screeches can be plainly heard by the anxious people at the water's edge, but nothing so far can be done to rescue them or relieve their sufferings. There are no searchlights, and by the feeble lights of lanterns it is impossible to locate them. They are being left to their fate, because no one can help them, though everybody is more than willing. There is scarcely a family in the villages of St. Remisald and New Liverpool which has not been bereaved, while in some cases five and six men of a single family have been killed. On driving through the village from almost every house lamentations are heard.

A Gigantic Work.

Montreal, Aug. 29.—The Quebec bridge was remarkable in that it was to be the longest single-span cantilever bridge in the world, the length of the span in the centre being 1,800 feet, or 200 feet longer than that of the Firth of Forth bridge, at present the world's largest single bridge span.

There is no bridge across the St. Lawrence below Montreal. At Quebec all traffic had to be ferried across the river. This expense being held responsible for the failure of Quebec city to grow, a number of that city's leading citizens secured a charter from the Dominion government to build a bridge across the St. Lawrence.

A subsidy of a million dollars was secured from the Dominion government and another of $350,000 from the government of the province of Quebec, while the city of Quebec gave a subsidy of $350,000. In addition the promoters put up $65,000 of their own money. The contract was let for the erection of the stone work to M. P. Davis & Co. and for the iron work to the Phoenix Bridge Co., of Phoenixville, Pa. Work was begun in 1900. The original estimate was in the neighborhood of $3,500,000, but this was speedily found to be too small. The company found itself in financial difficulties, and the government requiring the bridge for the National Transcontinental railway, an agreement was arrived at by which the government agreed to guarantee the bonds of the company up to $7,000,000. Under this agreement construction has been steadily proceeding. There were to be two approach spans to the bridge of 200 feet each, two anchor spans of 500 feet each, and a centre span of 1800 feet from centre to centre of the piers. The under side of the bridge is to be 150 feet above the water. When completed the bridge is to have accommodation for a double track railway, two lines for electric tramways and two roadways for foot and vehicle traffic. At the time of the collapse the cantilever span on the Levis side of the river had been completed, as well as the approaches.

A Forewarning.

Ottawa, Aug. 29.—The superstructure of the southern portion of the Quebec bridge collapsed at 5:30 tonight, carrying with it fully 70 employees to their doom. Engineer Hoare reported the facts to Mr. Parent, president of the bridge company. Yesterday Mr. Hoare noticed that one of the stringers was twisted. This was an unexpected development, and immediately led to an issue of an order by Mr. Hoare to thoroughly test the structure. The seat of trouble, however, had not been located before the accident and, therefore, it was not possible to take any precautions. Nearly all the men killed or drowned are Americans, skilled employees of the Phoenix Bridge company of Pennsylvania. Search for the bodies has been promptly instituted, and an official inquiry into the cause of the accident will be commenced forthwith. Probably this duty will be assigned to M. J. Butler, deputy minister of railways, and Collingwood Schreiber, chief consulting engineer for the government. The anchor pier on the south shore is still intact.

Mr. Millikin, superintending engineer for the Phoenix company, is in the States. The others of the company's engineers, however, were on the works at the time of the collapse, and as they have not been seen since they are believed to have gone to their fate with the fall of the iron work.

Question of Responsibility

An important question which will arise will be that of responsibility for the accident. The company has so far been financed by the Bank of Montreal. Last session, however, parliament undertook to guarantee the company's bonds, the amount being $6,678,000 at three per cent., and it was quite understood that when the Transcontinental railway was well on towards completion the bridge, which would connect the two sections of the N. T .R. on the north and south of the St. Lawrence, would pass into the hands of the government. Negotiations for carrying out this arrangement had not been concluded with the Bank of Montreal, and the company's bonds are still in possession of that institution, not having been handed over to the government. Whether or not the Phoenix company will have to stand the loss may have to be decided by the courts.

But for this deplorable accident it was fully expected the bridge would have been completed in 1909.

Quebec, Aug. 30.—Up to tonight it was impossible to secure a complete list of the dead, as all was still confusion at the scene of the awful bridge disaster, although a large number of men were at work from an early hour this morning recovering bodies of the victims that were caught in the wreck, many of these were mutilated in a shocking manner, several decapitated bodies being seen, while others are armless or legless.

Of 35 Caughnawaga Indians who were employed at the bridge all were killed but two, who went down when the bridge fell. They were rescued.

As already announced, Mr. Bruce, the chief engineer in charge, is among the dead.

The abutments are intact, standing the strain of the falling ironwork.

The list of dead is given as 63. Divers went down today to explore the river bottom for bodies carried down by the collapse of the bridge last night. An investigation as to the possible origin of the disaster began today.

Of the American workmen on the bridge, only ten are known to have escaped. Several of the officers of the Phoenix Bridge company, which was constructing the bridge, lost their lives. Among these were B. A. Yansell, general foreman; Mr. Burke, the chief engineer who had walked out on the bridge before it collapsed and two foremen named John Worley and Jim Idaho

A very close escape was made by Ulric Barth, secretary of the Quebec Bridge company, and a party of friends from Montreal. Mr. Barth, who was one of the first to start the idea of building the bridge, had driven out to show the works to a party of friends yesterday afternoon. They had scarcely driven off the structure and reached the road before the crash came, and before they could return to the edge of the river the whole structure was lying in ruins. A few moments later and they would have been killed with the rest.

Scenes about the bridge disaster today are heartrending and distressing to the last degree. The recovery of bodies from the tangled mass of the steel structure that collapsed continued today. Relatives and friends of the victims of this dreadful happening thronged about the place of the accident and besieged every possible source of information with piteous inquiries of news of those who were so suddenly and horribly hurled to death. The tangle of steel is absolutely inextricable, and nothing but the use of heavy machinery, manned by skilled human help, will serve to remove the huge mass of debris piled up by the accident. Meanwhile only a small number of bodies have been taken out but every possible effort is being made to hasten the recovery.

The Victims.

Following is the official list of killed and injured:

Injured—Oscar Laberge, Eugene and Joseph Lajeunesse, D. B. Haley, Canadians; Aug. Hall, Alex Beauvais, Americans; Charles Davis, Indian; J. J. Nanto, American; Thomas Montour, American; Louis Higgins, Indian; J. K. Martin, Indian.

Dead—Bap. Croleau, Canadian; Nap Lachance, Indian; Louis Alabay, Indian; Wilfrid R. Proulx, Canadian; Aug. Leaf, Indian; Zepherin Lafrance, Canadian; Phillip Hardy, Canadian; C. A. Morith, American; Frank Kirby, Indian; Thomas B. Jocko, Indian.

The following Americans are also among the missing: B. A. Yetben, general foreman; John L. Worley, assistant foreman; A. H. Birks, civil engineer; J. W. Anderson, assistant engineer; P. C. Reynolds, George Cook, Philip Grant, Thomas Callahan, Carl Swanson, James Bowen, Ira Fast, Harry Briggs, J. E. Johnson, A. O. Smith, R. F. Smith and A. E. Brind, 16. in all.

The Canadians missing are: Albert Wilson, Joseph Binett, Joseph E. Boucher, Lauret Proulx, George Esmond, Ernest Joneas, Harry French, James Biron, Gus Wilson, Albert Esmond, Michael Rady, Charles Hanson, Stanley Wilson, Eugene Dorval, A. Trebel, John McNaughton, Philip Coutre, Omer Fontaine, Monroe Beadry, 19 in all.

There are 28 Indians missing.

Inquiry Instituted.

Ottawa, Aug. 30.—Mr. Parent, chairman of the trans-continental commission; Mr. Butler, deputy minister of railways, and Mr. Schreiber, consulting engineer, left tonight for Quebec, to inquire into yesterday's bridge disaster. An investigation committee has been appointed by the government, composed of Henry Holgae, C. E., Montreal; Professor Kerry of McGill university and Professor Galbraith, Toronto university.

Sympathetic messages were forwarded by Sir Wilfrid Laurier, Earl Grey and Sir Frederick Borden. The Premier's message, addressed to Mayor Garneau of Quebec, is as follows: "I pray you to express to the citizens of Quebec and to those who lost their relatives and friends, my profound sympathy in the awful disaster which occurred last evening. It is the duty of all not to lose courage. We must immediately apply ourselves to the reparation of the loss and to push the project with energy."

Mr. Parent decares that the Phoenix Bridge company is entirely liable. The marine department has been advised that there is no obstruction to navigation.

Still a Mystery.

Quebec, Aug. 30.—Estimates of the loss and the death list are vague. The latter is now put at 70 and the former at $3,000,000. The cause is also still shrouded in mystery. E. A. Hoare, engineer of the bridge company, feels the situation keenly, but is unable to offer any explanation of the disaster. It was too late to attempt any examination last night, but Mr. Hoare was on hand early today, without discovering anything that he was willing to communicate. He had been in telephonic communication almost all evening with his assistant engineer on the works and with Hon. Mr. Parent, president of the bridge company, in Ottawa. The latter, he said, was as calm and business like as ever in discussing the affair, though naturally feeling much distressed. So carefully, Mr. Hoare said, had he seen all the work executed and watched that it was most difficult to see where the defect could have been. The inquest will open on Monday.

Nine bodies were recovered tonight, though it was a long time before some of them were identified.

In addition to the two other members of the same family whose bodies have been recovered, two brothers named Proulx are dead, the father having been saved, though badly injured. So are George Cook, Honcas; two Wilsons, Beaudreau; Grant, Biron, Binet, Baudry, all of New Liverpool; Henry French, two Hazmans, Norton, Meredith, Fast, from Ohio, and Carl Swanson.

The Caughwagna men are nearly all Indians who were engaged on the bridge, having learned the business with the Dominion Bridge company. About thirty of them were employed on the works. The few at work on the bridge at the time of the accident, who are known to have been saved, are Laberge, who has a broken back, and will likely die, a man named Hailey, of New York; Jess, an engine driver; and Thomas Sewell, of Fredericton.

Though search was kept up all day no other bodies were found. Officials of the company say it will probably be very difficult to get the remaining bodies. Most of the men were working on the very farthest edge of the bridge, and the probability is that the bodies are entangled in the wreckage, which lies in 200 feet of water. Officers of the Phoenix company are expected tomorrow, and the directors of the Quebec Bridge company will also hold a meeting.

Mr. Hoare of the company's engineering staff, today denied the report of the men engaged on the bridge that they had found any previous signs of weakness.

Seventy-Five Dead.

Montreal, Aug. 30.—The Phoenix Bridge company today gave out a list of dead, injured and missing in the collape of the Quebec bridge yesterday. They figure out that there were 61 missing, 14 found dead and 11 injured. It is conceded that all the missing must be dead, but it is not thought any of the wounded will die, many having only slight hurts. Another body was taken from the wreck late this evening. It had been observed early in the afternoon, but the water was high and the body was so pinned in between the girders that it could not be moved. Finally, at low tide the body was taken out, it being found necessary to cut it in two to get it out.

Mr. Waltmete, who is in charge for the company, is certain that the list of casualties given out as summarized above, contains all the victims. The company keeps full details of all its employees, and also the addresses of nearest friends in case of accident. All the relations of the killed have been notified.

REVIEWS REPORT OF MINE DEPARTMENT

Old Country Journal Discusses British Columbia's Placer Mining

The Mining Journal of London, England, which is the leading British journal of its class, and now in its 73rd year of publication, in its issue of Aug. 10, received yesterday, reviews at considerable length the annual report of the minister of mines for British Columbia for 1906. Its editorial comments are generally favorable and indicate that there is now more interest taken in British Columbia mining matters than for several years past. In the same issue also appears a full page illustrated article on "Placer Mining in British Columbia," contributed by the Mining Journal's special correspondent in this province (E. Jacobs, editor of the British Columbia Mining Record). This article comprehensively reviews the placer gold mining industry in British Columbia and gives reliable information relative to its condition in the chief placer mining sections of the province.

HINDUS CREMATE COUNTRYMAN'S CORPSE

Weird Ceremony Takes Place in Esquimalt—Body Reduced to Ashes

(From Saturday's Daily)

Weird and unique was the ceremony participated in yesterday by the Hindus of Victoria at the cremation of the body of Bagga Singh, a young Sikh, who died on Thursday night at the Jubilee hospital, whither he had been sent for treatment a few days ago. He was a recent arrival from India and had of late been employed at Leigh's mill. The cremation—the first ceremony of its kind ever carried out in this section of the province—was witnessed by a small number of white people, to whom the strange sight was at once pathetic and solemn.

Probably never in the history of the city did a more striking and quaint procession pass through the streets than that which followed the body of the dead Sikh to the spot where the last impressive ceremony was to be performed, in the bush at the lower end of Fraser lane, Esquimalt. The procession, in which slowly marched the greater part of the Hindus at present in and about the city, formed up at Smith's undertaking rooms at 10 o'clock yesterday morning. On a small vehicle was deposited a rough, unpainted wooden box covered with black baize and as simple and unassuming as well could be. Within lay the body of the young Sikh, whose fate it was to die thousands of miles from his native India among a race so opposed to his own in every thought and mode of life. Slowly the procession, almost pitiful in its simplicity, and yet eloquent of the intense earnestness of the dusky throng which trailed along in the rear of the body, wended its way along the rough Esquimalt road towards the point where, according to the rites prescribed by the dead man's religion, the last act in the drama of life was to be played. Immediately behind the rude casket strode, with solemn mein, a talk Sikh, his scarlet uniform telling of the days when he was a soldier of the King, his swarthy countenance solemn throughout except when occasionally he recognized some one among the onlookers, and to whom his sad smile was the only sign of greeting. Behind this imposing figure came 23 of the dead man's fellow countrymen, while further still in the rear followed several whites, curious to observe the quaint proceedings, but respectful withal.

It was a full hour before the procession reached the spot where the ceremony was to take place. In a clearing in the woods the casket was deposited, while the Sikhs busied themselves with gathering the fuel required for the funeral pyre. After nearly an hour's work a large pile of wood testified to the energy with which the dusky Indians worked. The body was removed from the casket, smeared with grease and milk and wrapped in a long winding sheet, which was tightly bound about the body with long tapes. After a species of platform had been made from some of the logs the body of Bagga Singh was deposited thereon, a short log under the head as a pillow, while the rest of the wood was piled about and over the corpse until no signs of the latter could be seen.

Amid intense silence and with most respectful mein, the score and more of the mourning Hindus gathered around the pyre, which was ignited by one of their number, and while the small flame grew in volume, crept along the wood and gradually enveloped the funeral pyre, the same sikh who had followed in the immediate rear of the casket drew forth a tattered copy of the Koran, and in a monotonous chant commenced the funeral service, on the completion of which a song, strange and sad, wailed forth, the other Sikhs joining in. Throughout the impressive service the little knot of whites, keenly alive to every striking feature of the ceremony, stood respectfully with hats in hand, while the monotonous chant rose in the smoke-laden air.

In little over an hour Bagga Singh's body was but a small mass of ashes amid the smouldering embers. The Sikhs stood around the pyre until almost the last flicker of the expiring flames and then, after leaving several of their number behind as a watch, the others slowly wended their way from the scene. A small portion of the ashes will be sent to India, to be there buried according to the custom of the dead man's race.

ALBERNI FRUIT ON DISPLAY IN VICTORIA

Creditable Exhibits Showing Possibilities of District Now Being Developed

(From Saturday's Daily)

The horticultural society of Alberni is taking vigorous steps to advertise to the world the peculiar advantages of that section as a fruit growing district. The people of Vancouver island are well aware that fruit of almost all kinds can be grown in Alberni and its environs as well as in any section of the Pacific slope, but the strangers need to be educated. Hence the action of the Alberni Horticultural society which has sent exhibits of fruit products for exhibition here.

One of these exhibits is to be seen in the rooms of the Tourist association and the other in the windows of the Royal Guarantee & Trust company at the corner of Yates and Government streets. A feature of the exhibits is a display of magnificent Alexandra apples, the equal, both in size and coloring, of anything grown on the Pacific slope. There are also several varieties of plums, green gages and cherries, the latter still clustering thickly on the parent branch. Several bunches of grapes are also shown, and though of course, not yet ripe, the size of the bunches promises a splendid harvest of this delightful fruit a little later on.

Altogether the display, while limited in size, shows what can be done in the way of fruit raising round Alberni, and is attracting considerable attention.

EMPRESS HOTEL TO BE SPLENDIDLY FURNISHED

Carpets and Furniture Are Now On View In Montreal

(From Saturday's Daily)

The furniture and rugs for the Empress hotel, which have been supplied by Messrs. Castle & Sons, of Montreal, are being displayed in the St. Catherine street premises of the firm and are attracting a great deal of attention and favorable comment in that city. The same firm had charge of the furnishing of the Royal Alexandra hotel at Winnipeg, under the superintendence of Manager Hayter Reed, and to judge from the remarks of the Montreal press on the exhibits of interesting examples of special furniture of sumptuous and ornate character which have been made for the palatial new C. P. R. hotel at Victoria, B. C., the furnishings of the splendid edifice on James Bay are to be very fine indeed.

The furniture for the rotunda of the hotel is described as a "poem" in greens and browns. It consists of handsome easy chairs and easy sofas, covered with green Holdsworth cloth. On the backs of the chairs are representations of an imperial crown within garlands of holly leaves.

The Donegal rugs, which are to cover the rotunda floor, are woven of material of rich brown with borders of holly leaves, harmonizing admirably with the tones of the furniture. There are about a dozen of these rugs, the largest measuring 32 feet by 100 feet. The curtain scheme has been carried out in green strapped with bronze.

The color scheme of the drawing room is worked out in beautiful shades of pink and greys. The hand tufted rugs have been specially designed in pink, and the furniture is in grey woods with hand painted flowers. The curtains are in pink, trimmed with bands of soft greys.

Apart from its unique location and architectural beauty, the Empress hotel will unquestionably surpass all the other hotels of the company in the newness and richness of the furniture designs.

Holdup Man Sentenced

Nelson, B. C., Aug. 30.—Kenneth Murray, who was arrested in Spokane on Sunday night by Sergeant Wightman of the Nelson police, and brought back last night by Wightman without extradition papers, was today sentenced to seven years' imprisonment. The offence was a holdup in this city of J. Curcinika on Aug. 19, robbing him of $60. Most of the money was recovered.

New Westminster, Aug. 30.—Charles Digby, a veteran of the Crimean war, and a resident of this city for forty-eight years, died at his home yesterday. He enlisted in the Forty-ninth regiment in 1854, and the next year was transferred to the Royal Sappers and Miners. He participated in all the battles in the Crimea, including Balaclava, and the capture of the Redan at Sebastopol.

He came to New Westminster in 1859 with his corps. He is survived by his widow and four sons and two daughters. The funeral will take place on Saturday at 2.30.

WORK COMMENCES ON SAANICH INLET ROAD

Dennis Harris Will, On Monday, Commence Survey of the Route

Dennis R. Harris, C. E., has been commissioned by the provincial government to survey and cross section the proposed road from Goldstream to Mill Bay along Saanich inlet. He is getting together his party and active work will commence on Monday next.

Not only the citizens of Victoria but the residents of the island generally will hail with pleasure the announcement that the construction of the road is practically assured.

The provincial government has been alive to the necessity of proceeding with this important undertaking but it was found difficult to obtain a practicable route.

A cursory survey of conditions resulted in a report that the road would cost in the neighborhood of a quarter of a million dollars.

Through the energy of the local members of the provincial legislature a more practicable route was finally obtained. After considerable personal attention from them, Frank Verdier, one of the best practical road construction experts in the province was sent out to cruise and blaze out the most practicable route. After two weeks spent upon the work he handed in his report about two weeks ago to the department.

Mr. Harris' work as stated will consist in surveying and cross sectioning the route blazed by Mr. Verdier in order to arrive at an approximate cost of the road. As far as is known at present there will be considerable rock work and quite a number of bridges will be required across gulches. Some of these will be of considerable length.

As far as can be ascertained there is nothing impracticable in the scheme. The road when completed should provide an easy ascent and descent, the grades being about equal to those on the East Saanich road.

The great benefit that the road should prove to people wishing an outlet to the northby road to connect with the rest of the island instead of following the almost unnegotiable route over Sooke hill is at once apparent.

The new road will also open up quite a few patches of good farming land and will prove of great benefit to the farmers at present living along Mill bay.

Apart from the commercial advantages for Victoria, the road should prove one of the finest scenic routes in the vicinity.

Winnipeg, Aug. 29.—Mr. and Mrs. E. A. James are at present in Chicago on their return home, and will be here Sunday or Monday. Mr. James has been at Mount Clemens, Michigan, where he was being treated for sciatica. His condition was not as serious as intimated yesterday.

FISHERMEN EVADE LAW REGARDING NETS

Fake Nets for Catching Sockeyes Discovered—One Man Arrested.

Vancouver, B.C., Aug. 30.—The subterfuge of fishing seven inch mesh cohoe nets near the surface and five and a half inch sockeye nets attached below is being generally practiced by fishermen on the lower Fraser river in order to evade the law prohibiting the use of the small mesh nets, according to a statement made yesterday.

On Wednesday a fisherman was arrested with just such a net in his possession, in fact he was fishing it, and it is declared by some of the cannerymen who do not countenance such breaches of the fishery regulations that many of the fishermen are breaking the law.

Since last Sunday night the use of sockeye nets has been prohibited, and the close season extends to September 15. The inadequacy of departmental supervision of the fishing fleet is such that unscrupulous persons are taking advantage of the lax patrol system to capture the few sockeyes which should now be having a free run to the spawning grounds.

Vancouver, B. C., Aug. 30.—"Orders have been given to the boss trapmen at the traps on the straits that if any sockeyes enter the traps they are to be thrown out and no fish but cohoes taken," declared Mr. W. H. Barker, president and general manager of the British Columbia Packers' association yesterday.

Mr. Barker's statement was, in a measure, an answer to criticisms made because of the federal government having allowed the island traps to operate during the close season between August 2 and September 15. But six or seven traps will be worked by the various fishing companies.

"We all want the sockeyes to get up the Fraser to spawn," continued Mr. Barker, "and none will be taken in the traps. The operation of the trap during the close season is in the nature of an experiment to see if we can take cohoes in them. I believe the cohoes follow the American shore of the straits coming in from sea, but we wish to see if this is actually the case."

GREAT INTEREST IN LOCAL EXHIBITION

Annual Fall Fair Being Talked About Throughout the Province

(From Saturday's Daily)

Greater interest is being taken in the coming provincial exhibition to be held here from Sept. 24 to 28 inclusive throughout the entire province than ever before and the prospects for a large attendance from up country points were never so bright, according to J. E. Smart, secretary of the British Columbia Agricultural association, who returned yesterday from an extended tour through the province. During his trip Mr. Smart visited Vancouver, Kamloops, Revelstoke, Nelson and other important points in the interior, and took a jaunt down the Crow's Nest line, returning by way of the Soo line and Seattle. He was a passenger on the Princess Victoria yesterday morning.

Everywhere he went Mr. Smart found the coming exhibition here being discussed. All through the upper country exceptional interest was being evinced and he reports that there will be entries for the various show classes in the fair from intending exhibitors, who have never even visited Victoria, but who have been attracted by the glowing reports which have reached them of the beautiful capital and its environs and the great annual fall fair.

Mr. Smart has received a communication from Friday Harbor, San Juan island, to the effect that a party of farmers would come over for the fair for the purpose of purchasing some pure bred stock, and asking for particulars of the exhibition.

Rufe Naylor, manager of B. R. Day, the crack Irish runner, who passed through here on his way to the eastern states from Australia recently, has written Mr. Smart to the effect that Day will not run at the fall fair here. Day desired to get some matches around Seattle, and if he remained in this vicinity long enough intended to run at the fair here. Unfortunately, he has been unable to secure any matches around Seattle, all the crack American runners after announcing their willingness to accept his challenge to run any man in America, backing down ignominiously. As a result he has found it necessary to go on to New York to secure a match.

Mrs. Jennie Houghton Edmunds, of Seattle, a charming vocalist, has been engaged to sing at the fair. She is said to possess a sweet voice of wide range.

A couple of more special horse classes have been added to the prize list by the management. One class is for the best high stepping single driver fifteen hands and over, all breeds, shown to harness. The prize are $15, $10, $5. The other class is for the best lady driver, for which the same prizes are offered. There are no conditions to the latter competition. The entries for these classes will be received up to Sept. 23.

The tug-of-war competition, which aroused so much interest last year, being finally won by the Victoria police force, will this year be held in front of the grand stand in full view of the occupants during the afternoon, instead of at night. The competition is open to the army and navy and auxiliary forces and representative teams from any town or district in British Columbia. The cup must be won twice in succession by the same team representing the same body or place. The trophy is the Players' challenge cup, value $100. Presented by John Player & Son, of Nottingham, England, through their agents, Messrs. Turner, Beeton & Co., of Victoria. The winners so far have been, 1902, Royal Garrison Artillery; 1903, No. 5 Co., Fifth Regiment, C.A.; 1904, the Royal Engineers; 1906, the Victoria police department.

PIONEER OF VICTORIA SPENDS DAY IN CITY

Judge Gibbs of Little Rock, Arkansas, Here in the Gold Rush

(From Saturday's Daily)

Bright and active, despite his 84 years, M. W. Gibbs, a resident of Victoria during the gold rush days of 1858, but who for nearly 40 years has made his home in Little Rock, Ark., spent yesterday revisiting the city. Mr. Gibbs came to Victoria in 1858 and remained here until 1869, being engaged in business on Yates street between Government and Wharf streets, the firm being Lester & Gibbs, and their business being the fitted out of prospectors, as well as a general grocery trade. Mr. Gibbs owned five acres of land at the corner of Michigan and Menzies, where he lived, and where his five children were born. Needless to say, this property would be worth quite a sum of money to Mr. Gibbs if he now owned it, but he is not in need. He has prospered since leaving here, as he did in Victoria, and is now president of the Capital City Savings bank of Little Rock, Ark., an institution whose clientele is composed of Mr. Gibbs' fellow Afro-Americans.

From Victoria Mr. Gibbs in 1869 went direct to Little Rock, where he read up the local law, having studied British law for a couple of years in Victoria before leaving. After a year he was elected judge, a position he held for some years until the republicans captured the state and Judge Gibbs' official positon went the way of those of the other members of the democratic ticket. Following this he resumed the practice of law for two years, after which he was appointed registrar of the United States land office in Little Rock. After holding this position for four years he was appointed receiver of public moneys in the United States land office. After holding this office for eight years he was appointed by President McKinley American consul to Madagascar, where he remained for four years, and on his return became president of the bank with which he is still connected.

During his residence in British Columbia Mr. Gibbs was well known in many ways. He was a friend of Amor de Cosmos and accompanied that gentleman to Yale when he went there to address the first public meeting on the question of confederation. Mr. Gibbs yesterday looked up Mr. de Cosmos' brother, J. K. McSmith, to discuss old times with him.

Mr. Gibbs was on a visit to sound cities and felt that he could not let slip the opportunity of visiting Victoria, where he had spent so many happy days. He was both surprised and delighted with the city's appearance, but said he saw in the near future much greater things for Victoria. The city, he considered, had now only commenced its development. As the island was opened up the growth of Victoria would receive a fresh impetus, the effects of which would be felt by every interest in the city.

Three Rivers, Que., Aug. 20.—R. L. Borden was given a fine reception here today, 5,000 people being present when he arose to address the gathering in the public park. The meeting was most successful.

GOVERNMENT STARTS WORK ON NEW ROAD

Mount Baker Avenue is to be Opened Up for Traffic At Once

(From Friday's Daily)

Hon. W. J. Bowser, as acting commissioner of lands and works, has ordered that the survey and work upon the proposed extension of the present beach drive through to Cadboro Bay be commenced immediately.

The government has only been awaiting the decision of the Oak Bay municipality as to which road should be extended and on receipt of the news that the municipality favored the extension of Mount Baker avenue, has ordered that work be rushed upon it. The government will rough grade the road and the municipality will provide the gravel and finish it.

The completion of the new road will give the municipality continuous communication upon the sea front through to Cadboro Bay and will greatly enhance the beauty of the present beach drive. It will also open up the land along the sea front and prove of great convenience to the public and property owners along it.

The promptitude with which the government has dealt with this as well as the steps which are being taken to extend the road through from Goldstream to Saanich Inlet proves that the government is alive to the needs of the island and Victoria district.

WILL SPEND COUPLE OF DAYS FISHING

Hamar Greenwood Will Leave Tomorrow for Campbell's River

(From Friday's Daily)

Hamar Greenwood, M.P., leaves tomorrow for Campbell river for a couple of days' fishing. He will be accompanied by W. A. Bonnell, of London, England, who is also a Canadian. Mr. Bonnell is the Canadian who first introduced lacrosse in England and captained one of the best teams in England for a number of years. He is a brother of Waddy Bonnell, the one-time famous Montreal lacrosse captain.

Mr. Greenwood will be the guest of the Vancouver Canadian club at luncheon Tuesday. He will speak on "Canada and the Empire." Yesterday Mr. Greenwood was invited by the members of the Victoria Canadian club to address them and if it can be arranged, he will probably speak there on Wednesday next.