

EXHIBITION IS A RECORD ONE ENTRIES IN MOST CLASSES OF HIGH ORDER Some of the Features of This Year's Fall Fair.

(From Wednesday's Daily.) Yesterday afternoon at the fair the judging was continued in all the classes, and while many of the spectators were drawn to watch the live stock and exchange opinions of the merits of the exhibits, others were busy with their particular sides of the exhibition in the various buildings. The response to the advertising of the management of the fair by the general public has been found to be generous, and while on the first and opening day it was not expected to achieve any records in the way of attendance, the number paying yesterday for admission was about 500 in excess of that of the opening day of last year, and almost double the sum paid at the gates on the opening day of the 1907 fair. The exact figures for the two years are: 1907, \$301.35; 1908, \$575.50.

The weather which opened in the morning gloriously remained good all day, although there was a time in the early part of the afternoon when the clouds came over threateningly and wind commenced to blow in such a manner as seemed likely to mean the preventing of the balloon ascension by Prof. Sylvan. An hour later, however, the clouds passed over, and the wind dropped much to the satisfaction of the attendance. The side shows were patronized extensively, while the booths erected for the supply of refreshments received a large measure of patronage. An unavoidable disappointment occurred in connection with the scheduled chariot race which was down for 3 o'clock. Owing to the importation of thoroughbreds which are to take part in the event, being held in the customhouse on account of the necessary papers for their admission to British Columbia not being at hand, the team was delayed for about two hours at the wharf and arrived at the ground at a late hour, when it was too late to bring the event off. The management, so as not to disappoint the public, set the event down for this afternoon at 3 o'clock. In the space in front of the stand George W. Grey conducted the judging of the heavy horses, while the thoroughbred pairs were paced round the race track and drew a large crowd. In the cattle ring at the rear of the restaurant, the judges of beef cattle and live stock were at work, and light horses were judged in the horse ring.

Art Gallery. In the art gallery are some fine bits of work, but owing doubtless to lack of space, the pictures are hung without any regard for systematic arrangement and it is hard to view them comprehensively. If oils and water colors had been grouped separately, and still life studies hung apart from copies, in fact, if any sort of systematic arrangement had been carried out, the effect would have been very much better. As it is, the one can only say there are some very fine bits of work, especially in water colors, some good collections of copies, and one very fine portrait, presumably from life, of a silver haired old lady with lace cap and shawl, the expression around the eyes and mouth being particularly good. There are a few portraits from life, done by very young amateurs, which viewed from that standpoint, are creditable. In a still life study in oils, a vase of white chrysanthemums, and another study of white narcissus are worthy of note, and a water color sketch of the outer wharf is very good. A still life study of a branch of crab apples in water colors is very true to life, and a collection of girls aged respectively ten and twelve are particularly good. A pencil drawing, "Road From Beacon Hill," from Ottawa, by a child of ten, is most creditable, and considering that most of the work is contributed by amateurs, and very young amateurs at that, promises well for a much larger and finer exhibit in the near future. It is to be regretted that the management cannot see their way clear to offering more inducements in the way of large prizes, which will make it send larger and better specimens of their work. Victoria has plenty of talent, and no city in the world has more artistic surroundings; any one who can use a brush at all must be tempted to every hand to reproduce the beauties of sea and sky and landscape, and now that art is being taught systematically in the public schools, one may safely predict great things for the future. What Victoria needs, and needs badly, is a public art gallery, where pictures really worth while may be properly hung. Even with a very small beginning much might be accomplished.

The work done in colored drawing, original designing, and still life studies, by the children of the city public school, is very highly commended. The appointing of a special art teacher to superintend this work was a step in the right direction. Considering the small percentage of time devoted to this work during school hours, the results are most gratifying. This morning the judging was continued.

SAYS ATLANTA IS COMING OUT INLAND COMPANY HAS ACQUIRED TURBINER Joshua Green States That New Vessel Will Leave England Shortly.

To oppose the fine C. P. R. steamships Princess Charlotte and Victoria on the runs between Seattle, Victoria and Vancouver, the Inland Navigation Co. has purchased the fine new turbine Atlanta, according to a statement made by Joshua Green in Port Town-Seattle this week, and the vessel will leave England in a few days' time. The Atlanta is 210 feet long, 27 feet beam and is stated to have a speed of 22 knots. Mr. Green stated that she would be ready for service in January. Capt. Forbes, who recently left the Canadian-Mexican liner Georgia and proceeded to England, was according to report, approached by the Inland Navigation Company and offered an inducement to bring the Atlanta to this coast. It is understood that Capt. Forbes inspected the steamship in England and reported favorably upon her and that he will be in command on the long voyage to Puget Sound. The Atlanta, besides being ten feet longer and several knots faster than the Georgia, is said to have fine accommodations. She was formerly operated in connection with an English railroad, being built especially for the service three years ago, but has now become too small for the business of ferrying.

The new service on the C. P. R. double-triangular run commenced to-day at present the rate on all boats to Seattle is 25 cents each way. The Inland company has cut to \$1.25 round fare on the Vancouver and Seattle run, as announced yesterday, but so far the C. P. R. has made no reply.

KILLS WOMAN, THEN ENDS HIS OWN LIFE Tragedy of Jealousy and Infatuation at Mare Island Navy Yard.

Vallejo, Cal., Sept. 23.—Mrs. Henry Mangus, wife of a well-known electrician employed at the Mare Island navy yard, was shot and killed yesterday by Charles Friedberg. Friedberg then turned the revolver on himself, blowing off the top of his head. The tragedy was the result of his infatuation for the woman and jealousy of her husband. Friedberg roomed with the Mangus house and had some words with Mrs. Mangus. After leaving the place he told the neighbors that she had given him until 4 o'clock on Tuesday afternoon to leave town. Yesterday he was seen attempting to break in the door of the place. After Mangus had gone to work this morning, Friedberg went to the residence and it is thought attempted to induce Mrs. Mangus to leave town with him. He had been drinking heavily and it was thought the murder and suicide followed the woman's refusal to leave her home for him. The murdered woman was the daughter of J. H. Mangus, proprietor of a lodging house and restaurant in Los Angeles. He has fourteen of them at the grounds, and they are beautiful. That he is proud of them one does not wonder. Mr. Maynard says that there is one heifer among them that when two years and

NEWINGTON IN WITH MILL MEN DIRECTORS OF FRASER MILL ON A CRUISE Have Former Trawler Under Charter—Logging Railway for Nimpkish Bay.

After making a trip to Campbell river and Valdes and Read islands from New Westminister, the steamer Newington, Capt. Percival Shadforth, arrived in Port Victoria this morning with the directors of the Fraser River Sawmills Company on board. The party has been inspecting the company's timber limits between Campbell river and Comox and on the two islands named above, and will proceed, on the Newington, to Anaortes this afternoon, later going to Seattle. Those taking in the cruise are Edward Swift, of Chicago, and Mrs. Swift; Edward Tilden, of Chicago, and Mrs. Tilden; Mrs. McRae, of New Westminister, and Mrs. Darling, of Winnipeg; and Mrs. Darling, A. J. McRae, of New Westminister; and U. S. Senator Johnson. The other members named are directors of the Sawmill Company, which was recently reorganized, and is building a sawmill on the Fraser which will be one of the finest on the coast. It is expected to be ready in a month's time. The Newington left New Westminister for Comox on Saturday morning, at that place the party left the steamer, which proceeded to Campbell river, and drove the company's timber limits north of Comox. After a day's fishing on Campbell river, which was attended by much success, the party returned to Newington and proceeded to Valdes and Read islands, where the company has camps located. The party left Newington and came on to Victoria, arriving this morning. E. J. Fader, of New Westminister, owner of the Newington, which was chartered for the occasion, accompanied the party. Leaving Anaortes to-morrow the Newington will go to Vancouver and will take up two logging engines, six miles of rails, ties and materials for a logging

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RED POLLED ANGUS HERD OWNED BY MR. MAYNARD, OF CHILLIWACK.

The cow that is a first class milker and that also is ready for the butcher all the time, is the profitable one for the farmer to keep. That is the opinion of many stockmen and the idea is every day becoming more popular. The cattle that fills this requirement better than any other, according to many, is the Red Polled. There is at the exhibition grounds a very fine exhibit of Red Polled cattle, the bailing from Chilliwack. The lucky owner of this herd is J. Maynard, who has fourteen of them at the grounds, and they are beautiful. That he is proud of them one does not wonder. Mr. Maynard says that there is one heifer among them that when two years and

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FIRE AT GREENWOOD. Explosion of Gasoline Causes Outbreak—Business Section Has Narrow Escape.

Phoenix, Sept. 22.—Fire destroyed two stores and a hotel in the business centre of Greenwood city on Saturday afternoon. The fire broke out at 3 o'clock in the Greenwood dyeing and clothing shop, spreading to the Victoria hotel and Jones bakery adjoining on either side, all being consumed in a very short time. Holmes & Kennedy's grocery store was badly gutted and the Palace livery stable scorched. Lack of any wind and the good work of the fire brigade saved the entire business section. The blaze had its origin in an explosion of gasoline in the clothes cleaning establishment, in which Mrs. J. Darling was badly burned. The loss will be severe on those burned out as none carried insurance except the Victoria hotel. The hotel has just recently been reopened by Hugh McGillivray.

EAGLE GETS LIBERTY. Plerce Bird Which Carried Away and Killed Seattle Babe.

Seattle, Wash., Sept. 23.—The little daughter of David Chisholm, of Eagle's Nest, Alaska, was carried away by a huge American eagle the middle of last July, and three weeks later its torn and mangled body was found at the eagle's nest, and the bird captured. John Kalem, of Seattle, bought the bird and shipped it to this city. It has been on exhibition in his store for a few days past. Yesterday State Game Warden Henry Rief ordered the release of the captive bird.

SHIP ST. PAUL HAS AN EVENTFUL VOYAGE Two Men Lose Lives on Passage of Alaska Salmon-Carrier.

Seattle, Sept. 23.—Bringing news of the loss of two men during the stormy passage to Chignik last spring, the American ship St. Paul, Capt. E. Curtis, has returned from the cannery coast to the Puget Sound. She is at Pier 10, where her cargo of 68,400 cases of canned salmon and 800 barrels of salt fish will be discharged. The St. Paul is the second of the Northwestern Fisheries Company's fleet to arrive from the North. Her cargo is worth considerably more than \$300,000. The unfortunates who lost their lives during heavy weather in the Pacific were Gustaf Peterson, of Norwegian, aged 54, and August Sundberg, a Finlander, aged 26. Sundberg was lost at sea on April 16th while on the lookout. The St. Paul was laboring in a terrific southeast gale. It was too rough for the lookout to stand watch on the fo'c'sle head as usual, so Sundberg was on top of the fore house, evidently safely sheltered between lifeboats. Between 10 and 11 o'clock at night a mountainous wave swept the fore part of the vessel. It rolled over the fore house, tore the boats from their lashings and carried them to the side. The boats were crushed into kindling wood, pieces of one being caught in the rigging, while all that was left of the other was found jammed in between the lifeboats. The break of the fo'c'sle, Sundberg was washed from his station, probably rendered senseless and carried over the rail into the sea. The ship was laboring so heavily at the time that it was folly to attempt to bring her up into the wind. Nothing more was seen of him. The same sea which swept him to death, broke in the fo'c'sle doors, filling the lower bunks. On April 17th Peterson, the other sailor who lost his life, was furling sail on the mizzen lower topmast yard. He lost his hold and came tumbling to the deck, sustaining injuries from which he died the next day. The St. Paul left Seattle on April 5th in command of Capt. Wm. Ayres, who was succeeded by Capt. Curtis July 7. The vessel took twenty-six days to reach Chignik. She had an almost constant struggle with the elements. There were head winds, varying with terrific gales from the southwest and north. During the summer the ship lay at anchor off the cannery and when she left she brought the season's pack. The summer was a successful one, for fish were plentiful and a full pack was put up. The St. Paul returning with all the cargo she could carry. The St. Paul's homeward passage was made in twelve days, the old ship being favored by fair winds and encountering no heavy weather. Including fishermen, cannery employes and crew, there were 120 men on board. Shortly after the St. Paul made port the members of the crew received their wages at the offices of the United States shipping commissioner. The payroll totalled a large sum, the fishermen receiving on an average of \$350. One man drew down nearly \$800 for the summer's work. The barque J. D. Peters, of the same fleet, which is expected to have sailed from the Orca cannery September 4th, is expected to arrive in this week with the season's pack.

COLLISION IN FOG. Fifty People Are Injured in Accident on Pennsylvania Line.

Philadelphia, Pa., Sept. 23.—Fog was responsible to-day for a head-on collision between two cars on the South-west Traction Company's line between this city and Chester, in which about 50 persons were injured, several probably fatally. Ladysmith water-front.

LADYSMITH WATERFRONT. Ladysmith, Sept. 22.—The following vessels called at the Wellington colliery wharves during last week: Beatrice, Northland, Edna Grace, Imp. Opher, Volga, Progressive, Princess Ena, Robt. Kerr, Hope, Arto, Richard Holvock, Quadra, Eagle and scows, Dolva and scows, Henrietta, Nanooch, Robt. Dunsmuir, Venture, Oscar, Erin, Two Brothers, Cascades. The Thorde came in on Sunday for a full cargo of coal.

MORE OPIUM RUNNERS CAUGHT AT 'FRISCO Three Men Smuggle Drug From Victoria on the Steamship Governor.

San Francisco, Sept. 21.—Three men, caught in the act of smuggling opium ashore from the Pacific Coast Steamship Company's steamer Governor, were arrested by customs inspectors soon after the vessel reached her dock. They are William J. McCullen, a fireman on the steamer, and two stowaways giving the names of Charles Swanson and Arthur Jones. For some time the customs authorities have been aware that opium was being smuggled into this port, as large quantities of the drug without the official seal have been found in Chinatown. The inspectors were ordered to keep a close watch, and to-day their vigilance was rewarded when they followed the three men named from the Governor to a waterfront saloon, where they were caught with fifty tins of opium which they had taken from the steamer and were attempting to conceal. They were taken before Collector Stratton and charged with smuggling.

OUT OF POLITICS. Kingston, Ont., Sept. 23.—W. Hartly, ex-M. P. of Kingston, has notified the Liberal Association that he will not again be a candidate.

GREAT AERO FEAT AT LE MANS WILBUR WRIGHT BEATS HIS BROTHER'S RECORD Remains Aloft for 1 Hour 32 Minutes—Has Perfect Control of Machine.

Le Mans, France, Sept. 23.—In the presence of the officials of the French Aero Club of Sarthe, of the American ambassador, Henry White; Gen. Bazaine-Hayot, commander of the Fourth army corps, a large number of French and foreign officers and aeroplane experts, and a wildly cheering crowd, numbering 10,000, Wilbur Wright, American aeronaut, yesterday afternoon accomplished a signal triumph, capturing the world's record from his brother, Orville Wright, with a marvellously impressive flight in his powerful machine of one hour, thirty-one minutes and fifty-one seconds, covering in that time an actual distance of ninety-eight kilometers, or nearly sixty-one miles. Owing to the recent accident at Port Mores yesterday's trial for the Michelin cup for the greatest distance covered by an aeroplane in 1908 and the Aero Club prize of \$1,000 for the longest flight over an inclosed ground, attracted intense interest. At 5.15 the aviator got away nicely, sailing majestically up the field. Around the upper turn Wright swept back to where the thousands were gathered and began describing ellipses. Round and round he went with the regularity of clockwork and the steadiness of a railroad train. The great crowd was at once delighted and amazed at the remarkable stability shown by the aeroplane. In the gathering darkness the spectacle became thrilling. The aeroplane could not longer be seen at the further end of the field; it appeared and disappeared in the gloom like a white phantom, but the sound of the ceaseless churn of the propellers told the multitude that Wright was still in the air. Matches were lighted to keep watch of the fleeting minutes, and night had fallen when at his thirty-third round, Wright shot off his motor and came lightly to the ground. With a mad cheer the crowd broke through the lines and rushed forward, only being prevented from holding the American aviator on their shoulders by charging cavalry. Mr. Wright told the Associated Press that he had descended only because of darkness. He still had sufficient essence in the tank to last an hour. As the measurement under the rules is only taken from the flags, the official distance of the flight is given as 98 kilometers, or 61 miles. The Michelin aero prize only the time before sunset counts, and therefore in his attempt to win this trophy Wright set a record of fifty-three minutes, covering 88 kilometers.

LADYSMITH'S PROSPECTS IN SOCCER GAME City League Matches Played on Sunday—Star Team Not Yet Selected.

Ladysmith, Sept. 22.—The football club opened the city league on Sunday afternoon. A cup presented by Dr. Wasson goes to the winners, and possibly an additional inducement in the shape of badges or perhaps sweaters, will be held out to the players this season. The teams have all been selected by the executive, who adopted the plan of giving four senior players to each eleven. This five teams under the names of the Beavers, Thrushes, Corinthians, Canucks and Nationals are entered, and a good and exciting competition is assured. Yesterday a double-header was played, the Beavers, captained by C. Hewlett, and the Nationals, under the captaincy of R. Chustran, playing a draw. Adams' Canucks beat the Thrushes by two goals to one. The senior boys are to commence running this week. A practice game will be played on Thursday and then the eleven to meet the Victorias on Thursday will be picked. The selection will be by no means an easy task. All last year's players are available, but so far the team has never got into its stride, and the young blood in the Victoria ranks may easily snatch a victory. The eleven players will be selected from the following: A. T. Hartley, goal; Christian, Strong, Struthers, O'Connell, backs; Main, Wynne, N. O'Connell, halves; Graham, Grainger, Adam, Robertson, Provins, Sanderson, J. McMillan, forwards.

DRYING UP. J. M. Barrie is not a prolific writer, 50 words a day being a good average output for him.

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CHAMPAGNE. The legislature, both as an easy way. He is being opposed by the Conservatives.

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Sask-alta Range How a Sask-alta thermometer earns its money. By indicating when oven is ready for baking. By cutting out the "peeping" into oven. By showing on its face what is going on in the oven. By saving "door-opening" heat. By substituting certainty for chance in baking results. "Sask-alta" range thermometer was tested for six months before one range was sold. "Sask-alta" thermometer is to the housewife what the compass is to the ship captain. McClary's London Toronto, Montreal, Winnipeg, Vancouver, St. John, Hamilton, Calgary For Sale by CLARKE & PEARSON, Victoria, B. C.

\$1.00 Twice-a- VOL. 36. ALL TEN FOR LIBERALS EN IN S Northwest P Continued Will Vo Regina, Sept. 23. The Liberals have a satisfying cry: "All katchewan for La Progress," and their armor to mation in the provin the fight is distin finds Liberals un aggressively conti hand the oppositi and badly demora situations. Coup tion of affairs is which the Liberal provincial contest, the province by a one. Taking first the gine, the situation plained by quoting of the West, the paper in this rick editorially: "From for Cowan in com pendent Conservat that there must be servative party. I expect to come ou a condition. I quired if the ene Such is the om view of the party present moment, the Liberals are in support of W. M. of sterling enarost the only riding w tive party is split the neighboring r two opposition ca Reid, R. L. Richa and C. Smith. months past the been endeavoring the regularly nomi candidate, out of the peripatetic pol toba, but without u up to date, has regu Liberal's are. I regularly nominate Turriff, and his ele gone conclusion. In the constituent duly called a con vative convention, resolution not to p the field, but by Dr fought out by J. and Robert Bueh report Mr. Buchanan In Saltcoats, the yet made no nomi the regularly no candidate, E. H. has withdrawn and rades of Equity, as servative, are in the with the Liber certain. In Qu'Appelle a witnessed between S. Lake, Conserva candidate, T. B. popular. Mr. Bro tage of being by most energetic wo er and an organ ability. Persons confident of succo shared by his sup riding. The contes with the chances and Brown. In Moosejaw, Kn Wheeler, Conserva As member for the stony. Knowles has good work for his personal strength gressive policy of ment will put him poll. A. Champagne, the legislature, both as an easy w. He is being oppos by the Conserva. In Prince Albert nominated a stron person of James M. Liberal has yet impossible to even there. Neither party h candidate in the which is conceded seat. In Saskatchewan Conservatives had equity and had to stomp. Knowles has good work for his personal strength. Conservative policy of ment will put him in the saddle. A. Champagne, the legislature, both as an easy way. He is being opposed by the Conservatives. In Prince Albert nominated a strong person of James M. Liberal has yet impossible to even there. Neither party candidate in the which is conceded seat. In Saskatchewan Conservatives had equity and had to stomp. Knowles has good work for his personal strength. Conservative policy of ment will put him in the saddle. A. Champagne, the legislature, both as an easy way. He is being opposed by the Conservatives. In Prince Albert nominated a strong person of James M. Liberal has yet impossible to even there. Neither party candidate in the which is conceded seat. In Saskatchewan Conservatives had equity and had to stomp. Knowles has good work for his personal strength. Conservative policy of ment will put him in the saddle.