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### ESTIMATES OF LOSS OF LIFE IN FIRES VARY

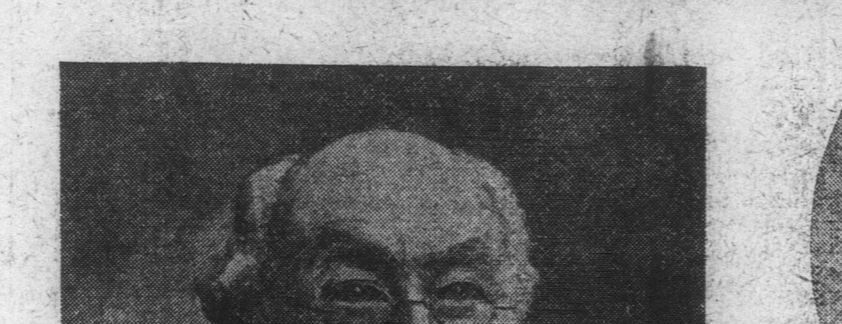
#### It is Believed Death Roll Will Reach 150—Property Valued at \$20,000,000 Reported to Have Been Destroyed.

(Times Leased Wire.)  
Spokane, Wash., Aug. 25.—Here is the forest fire situation, as reported from the burned districts to-day: Estimated property losses, \$20,000,000; total number dead, 150; missing, 377. Conditions in the St. Joe country are the worst on the Coast of Alaska. The relief expeditions under Rangers Fisher and Holcomb start out to penetrate forest. Pines around Wallace and other canyons towns die out due to lack of moisture. Improvement reported in Montana. Liberal relief contributions are pouring into Wallace. Boise sends \$2,000. Forest Ranger Greig reaches Wallace for party of six jammed in by fire near Selway. In mountains between Lolo Pass and St. Maries, 130 reported to be surrounded. Forester W. B. Greely at Missoula estimates the total loss of life at 75. Thinkings many reports inaccurate.

Spokane, Wash., Aug. 25.—Supervisor Weigle, stationed at Wallace, has announced that 94 fire fighters in his employ have died while fighting the forest fires in Idaho. It is now believed that the death list in those states will reach a total of 150. Various districts of the fire zone: According to the list prepared by supervisor Weigle, 39 are dead at Grand Forks, 12 at Avery, 21 on Seize Creek, eight at Bullion Mine, one on Boulder Creek, 13 on Big Creek, two at Pine Creek and two at Hook Creek. Two new fires were reported to-day. One is burning on Grizzly Creek, a leader for the north fork of the St. Joe river, and the other on the north fork burning toward Prichard. The situation while it has improved, is far from satisfactory. Although rain is promised for this district, there is little indication that any will fall. All hope for the safety of a party of 15 men in the forestry service was being abandoned when the St. Joe river. No word has been received from them for three days in spite of desperate efforts to get into communication with the party. The ground above here and at Wallace to-day estimate the loss in timber alone at \$20,000,000. Scores of miles of the finest timber in the world were being burned.

Wallace reports that a strong wind is springing up again, but that there is no danger there, for the simple reason that all the timber has been burned to the ground already. For the first time since the great fire started, Spokane to-day is enveloped in a heavy pall of smoke which obscures the sun. Helena, Mont., Aug. 25.—The forest fire situation Wednesday night was greatly improved, inasmuch as light and snowfall heavily dampened the timber and has permitted the fire fighters to back fire successfully. The wind has also moderated in a marked degree and it is now apparently certain that the fires are confined to the areas already burned over. Governor Norris on Wednesday ordered that the National Guard be held in readiness to fight the fires in company with the other similar bodies already in the field, but Wednesday evening he expressed the belief, based upon reports to him from every district in the state, that this would not be necessary. In only one district does the situation appear really threatening, and that is at Thompson Falls and points west along the Clark's Fork valley. This is in close proximity to the towns of the great forests of western Montana. Unless severe winds should fan the embers, it is thought there will be no further damage. Snow fell two inches deep in the Gallegos forest Wednesday and quenched the fires, then rapidly moving toward the Yellowstone park, while a steady downpour has saved the situation in Flathead county. The fire in the business section of Deer Lodge yesterday was an ordinary fire and was under control after a few of city buildings were burned, including a loss of \$100,000. No new casualties are reported. The large body of men sent out from Thompson Falls reached a haven of safety and none were burned as had been feared. Little Town Destroyed. Eugene, Ore., Aug. 25.—Wending, a little town near Eugene, was fire swept last night and all but three houses were destroyed. The fire started from slashings, according to a

### METHODIST CHURCH LEADERS.



Rev. Albert Carman, D.D., general superintendent for eight years. Right hand side (top); Rev. S. D. Chown, D.D., general superintendent for four years; (bottom), Rev. T. E. E. Shore, who succeeds the late Dr. Sutherland as general secretary of missions, foreign department.

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### WARSHIPS FOR CANADIAN NAVY

#### TENDERERS MUST EXAMINE PLANS IN ENGLAND

Cruiser Niobe Will Be Re-Commissioned at Devonport Early Next Month

Ottawa, Aug. 25.—The firms which have to tender for the construction of vessels for the Canadian navy will have to examine the plans in England. According to the list prepared by the National Guard, are battling with forest fires ranging near Gresham, 11 miles east of Portland, to-day. Although construction will be carried out in Canada admiralty officials are not anxious to have the plans sent for even confidential inspection. It is also argued that as most of the tenders will be made by British firms, it is shrouded in semi-darkness, a result of heavy smoke which obscures the sun.

### WILL FIGHT FOR PURE GOVERNMENT

#### Roosevelt Says Party Considerations Will Not Cause Him to Swerve From Task

(Times Leased Wire.)  
Buffalo, N. Y., Aug. 25.—"I feel it is just a little more my duty to hunt crooks out of public life because they happen to be in my own party," said Colonel Roosevelt to-day, addressing the Elliott club here. The colonel was guest of honor at a breakfast given by the club. Fully 500 persons were present and cheered when he declared he would keep up his fight for clean politics. Roosevelt arrived in an automobile, and was driven directly to the club. He began by discussing the need of preventing pollution of the great lakes, gradually shifting to politics. He assured the members that he would fight in the coming New York state Republican convention. After the breakfast Roosevelt left for the west. "Just as we must keep unpolluted the waters of the great lakes," said Roosevelt as he neared the end of his address, before the club, "we must likewise act in the field of moral, public and domestic life. We must see that things are unpoluted at their source. I believe in pure government, and in this belief I do not recognize party distinctions."

### SHAM BATTLE BETWEEN AIRSHIP AND WARSHIP

#### U. S. Monitor Tallahassee Faced by Naval Officers to Face Aerial Bombardment

(Times Leased Wire.)  
Washington, D. C., Aug. 25.—A sham battle between an airship and a warship is being planned by the navy department to-day. The navy authorities are surrounding their plans with great secrecy. The monitor Tallahassee is reported to have been selected as the vessel to face an aerial bombardment. The monitor will be towed to a point far from Washington and hung with shell-defying armor. The vulnerable points will be over the gun rooms, ammunition holds and funnels, where an explosive dropped accurately might destroy the vessel. The men who have volunteered for the hazardous duty will be alternately in the sky ships and in the man-of-war. After they have taken shots at the airship with guns ranging from six pounds to 12-inch rifles, they will mount in the airship and attempt to drop bombs on vital spots in the warship's deck. While not actually becoming targets for shells and bombs, there is enough risk for the men to make the work anything but child's play.

### SIR WILFRID AT ROYAL CITY

#### ENTHUSIASTIC WELCOME FOR PRIME MINISTER

Replies to Addresses Presented by Various Organizations of New Westminster



(Special to the Times.)  
New Westminster, B. C., Aug. 25.—Queen's park, the scene of many famous lacrosse struggles—was an fête yesterday afternoon when a throng of five thousand welcomed the premier and his party, who came over via the electric line from Vancouver. A gaily decorated platform was erected near the centre of the enclosure, while from the club house floated a streamer bearing the legends: "The World's Champions Welcome Sir Wilfrid."  
Mayor Lee extended a welcome to the premier, and addresses were presented by the city council, the board of trade, the Trades and Labor council and the Liberal Association. The board of trade asked for improved navigation facilities at the mouth of the Fraser river, while the labor council urged discontinuance of assisted immigration, expulsion of Orientals, the adoption of eight-hour legislation, an act creating election day a public holiday and opposition to the proposed protection to lumbermen.  
Sir Wilfrid was accorded an enthusiastic reception and expressed his appreciation of the warm welcome that had grown from the ashes of a devastating fire bigger and more beautiful. "I thought I knew British Columbia before I came," observed he, "but I find a province far beyond my most optimistic expectations. Its superiority in almost every respect has impressed me. The East does not yet realize its position. I return to the East enthused and yet humbled, by your achievements."  
Referring to trade possibilities the premier expressed a belief that Montreal and Toronto were growing on the Pacific coast and urged cultivation of trade with the Orient. For this reason, material as well as moral, he counseled treatment of Asiatics on equal terms of friendship rather than contempt.  
Sir Wilfrid stated it was the intention of the government to undertake work on the Fraser fresh water harbor, and smilingly admitted that he hoped Mr. Taylor, the Conservative member on the platform, would not criticize the government's lack of economy in so doing.  
During the immigration, the premier stated the government were only aiding labor immigration. "The only newcomers the government encourages to come are settlers and farmers," declared Sir Wilfrid, amid applause.  
Mr. Templeman, Mr. Graham, Mr. Pardee and Mr. Macdonald also spoke. Referring his observations at Prince Rupert, Sir Wilfrid, amid applause, declared that the quality of the women who shared in the pioneer settlement of new cities hewn out of a primitive country. To them Canada had owed much in the past. In them was her hope for the development of true citizenship in the future.

### PROPOSED EXTENSION OF WELAND CANAL

#### Engineers Are Now Making Surveys—Probable Cost Placed at \$50,000,000

(Special to the Times.)  
Ottawa, Aug. 25.—A report is expected to-day ready for the forthcoming session on the cost of the projected new piece of the Welland canal. A departmental staff of three engineers and twelve assistants are now making surveys of the proposed routes, particularly with a view to the quality of excavation. A rough estimate places the cost at \$50,000,000. This would provide at 21-foot waterway. It is pointed out, however, that it would also be another to make all men brothers. Instead of that it had too often made them selfish, and this must be overcome.  
Dr. Woodworth thanked the conference for electing him to a superintendency which had now been confided to him for the seventh time since 1886.  
Rev. Dr. Howard Sprague, Sackville, N. B., conveyed to the conference the news of the death in that city of Rev. Charles Stewart, D. D., professor of homiletics in the University of Mount Allison College. He had entered the ministry in 1852, and spent twenty years as a pastor and thirty in the theological department of Mount Allison.  
"A noble man, a purer, truer, more faithful man, more devoted to the interests of the Methodist church, we have not had," declared the chairman. The eastern delegates met at the close of the session and passed a suitable resolution.  
The following letter to Rev. Dr. Moore from Rev. G. H. Bailey, Methodist missionary at Port Simpson, was read and its contents heard with hearty approval:  
"One of the features planned for the reception of Sir Wilfrid Laurier at Prince Rupert was a Sunday excursion. When this was mentioned to him he courteously declined the pleasure. In terms to this effect, that inasmuch as the Government has a law called the Lord's Day Act it is incumbent upon the members of the Government to observe it. You will be pleased to know that on Sunday morning, despite the numerous duties of the preceding day, (Concluded on page 2.)

### FIRE ADDS TO WRECK HORROR

#### TWENTY-ONE PERSONS BELIEVED TO BE DEAD

Flames Prevent Rescue of Victims Buried in Debris of Pullman Car

(Times Leased Wire.)  
Durand, Mich., Aug. 25.—The bodies of six women, a man, and a child were recovered early today from the blazing wreckage of the Chicago-Montreal express train on the Grand Trunk which was run down by passenger train No. 4, four miles east of here at midnight.  
In addition to eight dead, eight to eleven Pullman passengers, the firemen of No. 4 are missing and are thought to have been burned in the wreckage.  
The list of injured numbers only three. It is believed that out of 20 Pullman passengers, only four escaped. The bodies so far recovered are so mangled, scalded and charred that identification probably will be impossible.  
The dead: One unidentified woman; Mrs. Lucy Guelph, Chicago; bodies of six persons, recovered, believed to have been those of four women, a man and a child.  
Missing: George Wilson, freman No. 4; twelve passengers, believed incinerated in wreckage.  
Fatally injured: Clinton Davis, Mont-real; George Nelson, Fremman No. 4; Battle Creek, Mich., scalded; George Mitchell, engineer No. 14, Port Huron, Mich., head crushed.  
The cause of the accident is said to have been the failure on the part of the express train crew to display proper danger signals when their train was compelled to stop because of an accident to the engine. An investigation is under way.  
The flyer, known as No. 14, had proceeded only four miles out of Durand northbound when the engine broke down and the passenger Pullmans were brought to a standstill.  
Brakeman Graham was ordered to place danger signals, and he claims he did so. While Engineer Geo. Mitchell and Fireman George Nelson were under their engine making repairs and while the passengers were asleep, the crash came.  
No. 4, going at 30 miles an hour, came up out of the darkness and smashed into the rear coach of the express. Engineer Charles Spencer of No. 4 declares he heard the whistle of a torpedo just before he struck the express. He shut off steam and applied the brakes, but the speed of the train was scarcely diminished.  
With the weight of eight cars behind it and the impetus of 30 miles an hour to carry them on, the engine of No. 4 ploughed into the darkened sleeper with its 20 passengers.  
The Pullman was split and the following coaches were piled up on the wreckage. Almost instantly the shrieks of the injured were drowned in the hiss of escaping steam, while fire from a buried engine started a blaze in the wreckage.  
Soon the night was bright with the blazing coaches and the fire which consumed the dead and injured aided passengers and trainmen in rescuing a few persons who were trapped in the sleeper next to the one on fire. Little could be done for the victims, crushed and plioned in their berths, as the fire soon became too hot to approach.  
The first aid came from Duffield, nearest to the wreck. The bodies of two women were taken out and placed where the injured lay. Engineer Mitchell and Fireman Nelson of train No. 14 had been caught under their engine and crushed. Both were fatally injured. Engineer Spencer escaped death. His fireman is missing.  
A special train, made up of an engine and one coach, hurried to Flint to aid and gave rise to a rumor that 15 dead had been taken to Flint. This was denied by the company.  
Porter Stydymier of the wrecked coach was not sure how many passengers he had on the trip. It is probable that the exact number will never be known and that many of the dead will never be identified because of the fire. Clinton Davis, of Montreal, himself fatally injured, declared that his invalid mother and nurse were killed. He said he believed all passengers in the upper berths were killed.  
R. W. Wallace, a newspaper man of Paducah, Ky., headed the rescuers and will be an important witness in the investigation of the cause of the disaster.  
Engineer Spencer said that he had no warning that No. 14 was at a standstill until he heard the torpedo explode just before the collision. He insisted that the red tail lights on the express were not lighted. Brakeman Graham was positive that he displayed the danger signals, but did not say whether he had lighted the tail lights.  
Tells of Disaster.  
London, Ont., Aug. 25.—S. B. M. Blake, a survivor of the Grand Trunk wreck at Durand, Michigan, arrived here this afternoon.  
"I had a premonition of disaster," said Blake. "I was telling a fellow passenger that there seemed to be trouble in the air when suddenly our train, which was starting still, heaved forward and I was thrown to the floor."  
"The crash of rending timbers was deafening. I think I must have lost consciousness for the next thing I knew the shattered car in which I was riding was lighted up by fire. I worked my way out between the crushed-in wife and two children."  
(Concluded on page 2.)

### VICTORIA LAND DISTRICT

District of Rupert.  
Take notice that Arthur T. Goodspeed, of Port Hardy, B. C., farmer, intends to apply for permission to purchase the following described lands, situated in the Rupert District of Vancouver Island, British Columbia: Commencing at a point placed at the northeast corner of A. R. McSwain's location and marked Agnes M. Carne's southeast corner, thence west 30 chains, thence north 30 chains, thence east 30 chains, thence south 30 chains to point of commencement. Containing 600 acres or less.  
Located this 10th day of June, A.D. 1910.  
ARTHUR T. GOODSPEED.  
July 29th, 1910.

FORM NO. 3.  
LAND ACT.  
FOURTH OF NOTICE.  
District of Coast Range 3.  
Take notice that Thomas Joseph Jones, of Victoria, occupation, intends to apply for permission to purchase the following described lands: Commencing at a point placed at the southwest corner of the timber lease No. 18629 (located on the north side of Spuch Bend) and marked M. T. Carne's southeast corner, thence west 30 chains, thence north 30 chains, thence east 30 chains, thence south 30 chains to point of commencement. Containing 600 acres or less.  
Located this 10th day of June, A.D. 1910.  
AGNES M. CARNE, Locator.  
By her Agent, R. W. Wilkinson.

### PRICE OF SOCKEYES.

Bellingham, Wash., Aug. 25.—The wholesale price of sockeye salmon this year as fixed by the Gould-Deming Company is the highest in the history of the salmon industry. Tails are to sell at \$1.25 a dozen and fish at \$1.50. The price last year was \$1.35 for tails and \$1.50 for fish. The total pack this season will be about 215,000 cases. Last year it was about one million cases.