SECHELT SINKS WITH ALL ON BOARD

LIVELY SCENE AT COUNCIL MEETING

AN ANIMATED DEBATE ON THE SALE OF LIQUOR

Decision Reached to Appeal in the Case of City vs. Levy

After a somewhat acriminous debate it was decided at Friday's meeting of the city council to act on the advice of the city solicitor and enter an appeal against the judgment of Mr. Justice Gregory in the case of the City vs. Levy, the decision having been that the defendant had the right to sell liquor with meals after midnight despite the city by-law which was declared ultra vires. The matter came up on the motion of the mayor that the previous decision of the board not to appeal be reconsidered.

Ald. Langley favored an appeal. The council should be guided by the advice of the city solicitor in the matter.

Ald. Moresby took a contrary view. So long as the provincial act, which declared that liquor could be sold with meals in restaurants, was in effect the city could not interfere with any success. The present discussion was, in his opinion, simply due to the fact that an election was pending and certain members of the board wanted to make a little political capital. In this connection he thought it strange that the mayor, who was such a moral reformer, did not enforce the by-law prohibiting screens or doors on the boxes in restaurants.

Mayor Morley declared that the by-law was being enforced. He ruled Ald. Moresby's remarks out of order.

Ald. Moresby held his ground, however, and continued to discuss present conditions affecting restaurants. A man could not now take his wife or sister to some restaurant boxes without danger of their overhearing bad language. All boxes and screens in restaurants should be done away with. If liquor was to be sold let it be done in the open.

The Mayor—You are drifting away to a discussion of how to build restaurants rather than to that of ways and means to enforce the act.

Ald. Moresby, continuing, said if the council wished to be consistent it should amend the by-law to remedy the grievances he complained of.

On the motion to instruct the city solicitor to enter an appeal being put, Ald. H. M. Fullerton moved in amendment that all boxes in restaurants be done away with.

The mayor declared the amendment out of order. A notice of motion would have to be posted.

When the resolution to enter an appeal was put, Ald. Gleason wanted the names recorded and at this Ald. H. M. Fullerton remarked: "Oh, yes, and send them to the Voters' League; they'll get you votes."

Ald. Peden resented what he termed an insinuation from both Ald. Moresby and Ald. H. M. Fullerton that he was influenced in his attitude by any desire to catch votes.

Ald. Moresby rose to a point of order, but the mayor would not hear him, whereupon the former remarked that it appeared as though no member of the council could introduce any subject for discussion of which the mayor did not approve.

STATE SENATOR ACQUITTED.

Springfield, Ill., March 25.—State Senator John Broderick of Chicago, late yesterday afternoon was found not guilty after a trial on charges of having paid State Senator Holstlaw of Chicago $2,500 to vote for William Lorimer for United States senator.

Holtslaw's declaration that he received the money from Broderick was only partially confirmed by the evidence presented and a strong plea by Broderick's attorneys in which his motherless children were feelingly referred to, is believed to have strongly influenced the jury.

Switzerland has 1,683 hotels for tourists, with 8,000 beds and 24,000 employees.

UNION BANK IS TO BUILD SOON

FINE STRUCTURE IN THE BUSINESS SECTION

First Work in Rehabilitation of Central Portion of Commercial Quarter

Within a comparatively brief period the first of the work which will lead to the rehabilitation of the block bounded by Broad, Fort, Government and View streets will have been commenced, Dinsdale & Malcolm having been awarded the contract for the removal of the old buildings which now accupy the site whereon will be reared the fine structure to be occupied by the Union Bank of Canada and the Elliott building.

The area which will be embraced is comprised in those buildings which now stand between Broad and View streets, with frontages on both thoroughfares, as also on Trounce avenue—the premises being occupied by the Hub cigar store, the Grotto saloon, various real estate offices, P. Linklater and P. R. Brown & Co.

It is understood that R. T. Elliott, K. C., who is the owner of the easterly half of the block thus described, with frontage on Broad street, has joined hands with the Union Bank of Canada, owners of the other portion, and agreed to the erection of a structure which will be uniform over the whole area. It will be five storeys in height and of the most modern type, and will add materially to the handsome business premises of the city.

No announcement has yet been made as to when a start is to be made on the reconstruction of the Five Sisters block or the new building which is planned for the site of the old Spencer property, but it is supposed that within a very short time these undertakings will be taken in hand. But the commencement of work on the Union Bank block will in itself go far towards the rehabilitation of the most prominent business section of the city.

MINERS WILL STRIKE.

Calgary, March 25.—The conference between representatives of the Mine Owners' Association and District 18, of the United Mine Workers of America was definitely declared off when the session resumed yesterday afternoon. The companies and employees, after wrestling with the problems of open and closed shop, check-off system and discrimination, for weeks, have finally decided they cannot come to terms. The strike of coal miners in Alberta is now assured. The men will go out the night of March 31, when the present agreement with the operators expires. This means that the biggest strike in the history of Alberta will be commenced on April 1.

CANNON AS LEADER.

Former Speaker Reported to Be Seeking Leadership of Republican Minority in the House.

Washington, D. C., March 25.—Although timid about making his candidacy known, it is generally understood in Republican circles to-day that Former Speaker Cannon is a candidate for the leadership of the Republican minority in the house.

So certain is "Uncle Joe" of his selection that he has already informed the Democratic leaders of his desire to have the minority headquarters removed from the first to the second floor of the Capitol. This request having been granted, he will remove his belongings from the speaker's room to the room now occupied by the committee on pensions.

STARTS FIRE IN CELL.

(Special to the Times.)

Brandon, March 25.—Presumably to sustain his feint of insanity, Tom Sullivan, convicted of forgery, set fire to his bedding and clothes in jail yesterday morning, but took care not to injure himself. The blaze was extinguished.

RECIPROCITY IS GROWING IN FAVOR

J. J. Hill Says It Will Jump Into Favor When Understood by the People

(Times Leased Wire.)

Washington, D. C., March 25.—According to James J. Hill, business is good throughout the United States and the sentiment in favor of reciprocity is growing steadily.

"When people begin to understand reciprocity I expect to see it jump into immediate favor," said the veteran railroader. "The subject is very little understood at present. As far as I can see business will remain good. There is no menace anywhere that I know of."

TRAIN PLUNGES INTO RIVER

TEN PERSONS DEAD; TEN REPORTED MISSING

Most of Victims Drowned in Their Berths in Pullman Cars

(Times Leased Wire.)

Atlanta, Ga., March 25.—Ten persons are known to be dead, ten are missing and more than a score are badly injured at a trestle on the Atlantic Coast line railroad crossing the Alapaha river where the fast Jacksonville-Chicago express train, known as the Dixie Flyer, plunged down to the river early today when the structure collapsed.

The identified bodies are: W. Culpepper, Tifton, Ga.; O. Bombart, Henderson, Ky.; Mrs. W. Fletcher, Rowland, Ill.; Conductor Parnell, Savannah, Ga; Fireman Ellis, colored; Porter Whirren, colored.

The Dixie flyer, which makes the run from Chicago to Jacksonville in 36 hours, was one of the best trains in the east. It left Tifton at 3.25 this morning, running at high speed when it was derailed on the trestle over the Alapaha river. With a crash the bridge went down 75 feet into the river, the engine, express car and five Pullmans plunging down through broken timbers into the stream.

The scene of the disaster is one of the most desolate in the state, and reports even yet are meagre. It is known, however, that most of those killed in the Pullmans were drowned in their berths.

Within a short time help was being rushed from Atlanta, Macon and other nearby cities, and the work of recovering the dead and caring for the injured has been in progress since this morning.

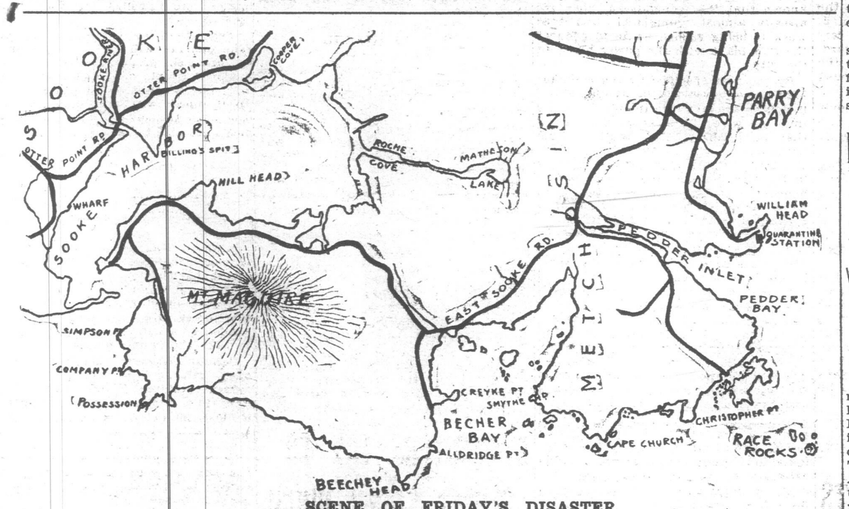
But little news has come direct from the disaster, the officers of the Atlantic Coast line, on which the accident occurred, giving out such details as have transpired.

No information has been received here as to the cause of the wreck. Railroaders here say that Engineer Greene of the flyer, could not have detected any accident to the trestle in time to prevent a wreck owing to the dense trees which shadow the approach to the death trap.

ELECTION OF SENATORS.

Sacramento, Cal., March 25. — The next United States senator from California will be chosen by direct vote. The Young direct primary bill, which is now ready for the governor's signature, gives California the Oregon plan permitting the pledging of candidates for the legislature to vote for the people's choice for United States senator.

The bill makes non-partisan the election of judges and school officers by requiring that the names of candidates of those classes be printed on the ballots of all parties.



SCENE OF FRIDAY'S DISASTER.

THREE KILLED IN RAILWAY WRECK

TRAINS COLLIDE ON C. P. R. NEAR SCHREIBER

One of Victims Burned to Crisp—Several Trainmen Also Sustain Injuries

(Special to the Times.)

Port Arthur, Ont., March 25.—Two are known to be dead, one is missing, one fatally injured and three or four others seriously injured as the result of a collision early this morning between two trains on the C. P. R. one mile east of Schreiber, at what is known as "Blue Jay" siding.

The trains in collision were one of empty passenger coaches being sent east to handle the immigration traffic and a colonist train of settlers' effects from eastern Ontario. The two came together at a point where it was impossible for the engineers to see each other until within a distance of three hundred feet, and as both were running at high rate of speed, the impact was such as to completely demolish both engines, besides two coaches and two box cars.

Immediately following the collision the wreckage took fire, adding to the difficulty of rescue work and probably causing the death of C. M. Bank, train porter on the east bound, who is among the missing.

A Salvation Army officer is also among the missing and fears are entertained that he, too, is dead.

T. E. Robinson, of Newmarket, Ont., going west with eight horses and farm supplies, lost everything.

Fireman Burgess was burned to a crisp in the drip pan of the east bound engine.

The dead: Burgess, fireman; C. M. Banks, porter on east bound train; Salvation Army officer, name unknown, missing and probably dead.

The injured include: Harry Pullen, engineer; M. Christy, fireman; Ambrose Felly, engineer.

Immediately after the accident a special train was made up to bring the injured to Port Arthur hospital, arriving this afternoon.

There are also about thirty cars in the ditch and communication with the east is interrupted.

The wreck, which occurred at 6.30, is said to have been due to a mistake in the interpretation of orders which were for the trains to pass at Blue Jay Siding, but the stock train got past in some way.

ROYAL COMMISSION IS APPOINTED

Will Investigate Complaints of Indians Regarding St. Peter's Reserve

Winnipeg, March 25.—A royal commission, consisting of Judge Prudhomme and Judge Myers, with Judge Locke chairman, has been appointed to investigate complaints made by Indians with regard to St. Peters reserve. The commission was appointed by the Attorney General as a result of a petition presented to him by the Indians, who say they have been unfairly treated in the selling of their lands.

It is also learned that the Registrar General for Manitoba would not pass titles, basing his objections to transfer as made under the Indian act, claiming the province might be held for thousands of dollars if at any subsequent time the legality of the matter was questioned and the raisers of the complaint be sustained.

Nothing is ascertainable as to when the commission will sit, nor who will represent the Indians, or defend the case for the other side.

WILL QUELL LAWLESSNESS.

Salem, Ore., March 25.—Immediate and decisive action will be taken by the legal department of the federal government relative to offenees committed on the Siletz reservation by lawless whites and Indians according to official communications received to-day from the interior department. Incidentally the department recognizes that an offence committed on the reservation is under the jurisdiction of the federal courts, something which several federal officials denied, when called upon to quell lawlessness on the Siletz.

The action of the department follows a protest from settlers who declared their lives and property were in jopardy on account of the lack of legal restraint on the Siletz. Accompanying the protest was a long list of crimes, including murders, that had gone unpunished.

THREE CRUSHED TO DEATH.

New York, March 25. — Three men were killed to-day by the fall of a ceiling in the Gleichmann Company's feed store in Brooklyn. They were trying to extinguish a fire when killed.

So far as known, Africa has but one inhabitant to each eleven square miles of land.

FOUR KILLED IN MILWAUKEE FIRE

Fifteen Other Firemen Sustain Injuries and One May Die

(Times Leased Wire.)

Milwaukee, Wis., March 25.—A revised list of the casualties here in the Middletown Manufacturing Company's fire to-day shows four firemen dead and 15 injured, one fatally. Careful search of the ruins, completed to-day, makes it certain that no more bodies are among the debris.

ESCAPE WITH BOOTY.

Springfield, Ill., March 25. — Two masked robbers held up the First National bank at Mound, Ill., yesterday afternoon and got clear away with $2,500 in cash.

RUSSO-CHINESE CRISIS ACUTE

INSURANCE RATES AGAINST WAR RAISED

Reports That Cossacks Are Driving Chinese From the Amur Valley

(Times Leased Wire.)

London, March 25.—Expecting that Russia soon will declare war on China, the British foreign office here to-day is evidently uneasy lest grave international complications develop out of the trouble in the far east. As a reflection of this feeling, Lloyds to-day again raised the insurance rates against war commencing before April 25 to the remarkably high figure of 15 guineas per cent.

Reports from Chinese ports declare that the Cossacks are driving the Chinese out of the Amur valley, and that the Chinese, in retaliation, are wrecking the Manchurian railroads.

In preparation for trouble, orders have been cabled to British warships in Chinese waters to protect all foreigners.

China Urged to Yield.

St. Petersburg, March 25.—Despite the feeling of apprehension which prevails in other capitals to-day the Russian foreign office affects to believe that the present crisis in China will not result in war.

It is reported that Japan is bringing strong pressure to bear on China to induce the latter to comply with the Russian demands in Mongolia and Ili provinces. This statement, if verified, is taken as strong proof of the reported agreement between the governments of the Czar and Mikado for the joint exploitation of China.

Chinese replies to Russia's successive notes dealing with the demands of Russia in Mongolia have been described by the Chinese government as conciliatory, but the text in each case has been satisfactory.

The last Chinese note received by the Russian government consents to the establishment of a consulate at Kobdo, whereas Russia demanded its location at Shiarusmo, to which place the Chinese transferred the administrative seat of the district.

The Chinese reply also attempts to limit Russia's rights in trade to articles of foreign origin, whereas the treaty specifies that Russia's rights extend to merchandise of any origin.

This reply also denies the right of the Russians to trade in tea, which is one of Russia's most important contentions. It also promises to place Russian tradesmen on equal conditions with natives. This would subject Russians to taxes and imposts not contemplated by the treaty.

The Novoe Vremya, in a leading article which betrays the irritation of the government, accuses the Chinese of mockery and demands that an ultimatum with a fixed term for its satisfaction be sent to China.

Mobilization Rumors.

Vladivostock, March 25.—Persistent rumors are current here that a mobilization of troops has been ordered. The families of railroad employees on the Russian-Eastern lines are preparing to depart.

Russia's Final Note.

Pekin, March 25.—M. Korostovitz, Russian minister to China, presented his country's final note to the Chinese foreign board in demanding complete acquiescene in Russia's Mongolian demands. Failure to comply, it is predicted, will mean war.

DARING ROBBERY.

(Special Correspondence.)

Winnipeg, March 25.—Tom Steadman's shoe store, near the C. P. R. depot, on Main street, was entered yesterday morning by men who cut a hole in the plate glass and took about $50 in money orders on exhibit in the window. They escaped.

THIRTY LIVES LOST WHEN BOAT FOUNDERS

LITTLE STEAMBOAT PLYING ON SOOKE ROUTE OVERWHELMED

Disaster Occurred in Race Rocks Passage on Friday Yesterday—Indians Saw Vessel Capsize—Not a Trace of Her Is Left.

(From Saturday's Daily.)

Caught in a terrific gale of wind blowing from the southwest, and the tremendous cross-seas stirred up by the winds, the little steamer Sechelt, operated by the British Columbia Shipping Company, capsized yesterday afternoon in Race Rocks Passage, while on her regular run from this city to Sooke, and as the disaster occurred without the slightest warning the lives of the twenty-four passengers and five members of the crew who were supposed to have been aboard at the time have been blotted out, although the exact number of those drowned has not as yet been ascertained.

Indians residing in the vicinity of the Race witnessed the tragedy, which they state happened at 5 o'clock in the afternoon. They were powerless to render the slightest assistance owing to the conditions of the weather. Several of the natives manned one of their canoes, and after rowing for several hours, during which time their lives were imperilled many times, reached the William Head quarantine station, bringing the first news of the foundering of the vessel.

As telephonic communication between the station and this city was out of order, a young man volunteered to make an attempt at running a launch to Victoria for assistance. At times the weather threatened to force him to return but his sturdy little craft bore him safely across the treacherous waters and he reached Esquimalt harbor at 10 o'clock last night. He notified the B. C. Salvage Company, and within an hour's time the powerful tug William Jolliffe had left her berth at Esquimalt and was steaming at full speed for Race Rocks.

By this time, however, all hope of rescuing the crew and pasengers of the vessel had been abandoned, as in the seas which were running it would be utterly impossible for anyone to survive. The Sechelt carried but two lifeboats and two rafts, and before these could have been launched the vessel would have turned turtle and her deck-house be filling rapidly with water. For two hours the Joliffe cruised back and forth from the entrance to the shore and entering the tide rips, but no sign could be seen of the vessel or any of its fittings or of the bodies of any of the unfortunate passengers.

Leaving the G. T. P. dock at 2.30 yesterday afternoon the Sechelt proceeded to her first calling place, William Head. It is stated, although it cannot be verified as yet, that fifteen laborers, who were engaged by the Canadian Northern Railway Company to commence work at their camps at Pedder Bay, left the boat at the quarantine wharf. The number of passengers aboard the steamer when she left this city was 39, so that if fifteen left the Sechelt at William Head it is almost a certainty that the remaining 25 have been drowned.

Chief Officer Moorse, of the William Joliffe, conversing with a Times representative this morning on the return of that vessel from her futile search, stated that it is his firm belief that within twenty minutes after the ship capsized not one of the persons aboard was alive.

"They would have had no chance," he said. "If every person aboard the ship were good swimmers and had time to secure a life-belt to fasten around them they could not last any length of time in the nasty seas. In the tide rips and cross currents a person would be drowned by the elements. I believe that if any wreckage is discovered of the Sechelt that it will come ashore between Discovery and Smith islands."

The first reports received were meagre, yet they spread like wild-fire throughout Victoria. The wireless station at Gonzales hill was notified of the terrible calamity and messages were flashed to the Canadian-Australian liner Moana, Capt Morrisby, which had just left the outer wharf for the Antipodes. Capt. Jones, by the way, was formerly an officer on that steamship. What was the result of the steamship's search is not known, but apparently she sighted nothing, as no word has been received here from her.

Some of Those Lost

Many Victorians are supposed to have been aboard the Sechelt, and the anxiety amongst their relatives and friends in this city is very great, although they are forced to the belief that the members of their kin have perished in the waters of the Straits of Juan de Fuca. Among those who undoubtedly have been drowned, the best known in this city, was Capt. H. V. James, who was in command of the ship, relieving Capt. Strongren, who has been laid up through illness. Capt. James, together with Capt. Jarvis, R. N. R., has been conducting the Victoria nautical school in the Promis block for some years, and they have been the instigators of several shipping schemes, which have meant something for Victoria.

Notably amongst the shipping companies formed by them was the one operating the steamer Sechelt on the Victoria-Sooke run. The service has only been in effect for about three months, but within that short space of time, through the business-like manner in which Capt. James and Capt. Jarvis have managed the affairs of the company, it has built up a remarkable trade. While Capt. Jarvis was in England, Capt. James purchased the steamer [illegible] for the run, but several weeks ago the Sechelt was purchased from a Vancouver firm to enter into the work, replacing the Tasmanian, which was found to be altogether too small. He was also interested in the plan for the bringing of Nanaimo colliers to this coast, which would be used in coaling the big liners at the docks.

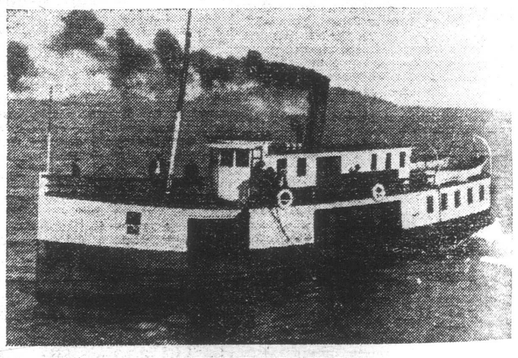
Capt. James was a deep sea navigator and held a certificate for [illegible] master. He was regarded as a [illegible] and skilful skipper and for [illegible] years was engaged in the Canadian-Australia service. Leaving the sea Capt. James came to this city and established the Victoria Nautical and Engineering school, later taking in his partner Capt. Jarvis. He was [illegible]gatta, secretary of the Victoria Club, the members of which [illegible] his loss keenly. He was widely [illegible] throughout this city and [illegible] friends will learn with sincere [illegible] the news of his death.

Capt. Jarvis is naturally [illegible] broken up over the loss of his [illegible] and partner and the passing [illegible] boat. Early this morning he [illegible] the J. G. Cox, E. B. Marvin [illegible] and started for Race Rocks [illegible] find or hear more particulars [illegible] disaster, After leaving the harbor, however, the weather was so [illegible] the Cox could make little headway. The William Jolliffe was seen returning from the search and he [illegible] to learn what news she brought [illegible] Jolliffe had had no success [illegible] Jarvis returned to this city.

Grief at Sooke.

With the failure of the steamer to put in an appearance at Sooke at her regular time yesterday afternoon considerable aprehension was felt for her safety owing to the heavy weather outside. Several residents of that district were abroad and this morning when no sign of the steamer was to be seen at the dock, a message was sent to Victoria over the Dominion government telegraph wire stating that the Sechelt had not arrived, and asking for particulars as to whether she was wrecked or whether she had not left port.

(Concluded on page 12.)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