

ANSWERING THEIR OWN QUESTIONS

(By T. W. Paterson.)
(From Monday's Daily.)
It is to be hoped that the editor of the Colonist, "as a man of honor," will be prepared to admit the accuracy of my reductions in reference to the C.P.R. and C.N. for years after Mackenzie and Mann were building an ostensibly opposition road to the C.P.R. across Canada, and up to the time that it became necessary to make at least a show of fighting one another.

On page eleven of Sunday's Colonist he publishes in a prominent position a telegram from Mr. Mann, which states that the legal business of the C.N. was done by the solicitors of the C.P.R. until the contract was entered into with the Manitoba government.

This is the telegram:

"Toronto, Nov. 18.—Stewart Tupper's firm were solicitors for both Canadian Northern and Canadian Pacific until the Canadian Northern contract with Manitoba government was entered into; his firm retained the Canadian Pacific solicitors, and opposing the Canadian Northern contracts."
(Signed) "D. D. MANN."

Now as to Mr. Davis's statement. He said he was here in the interests of one of Mr. Mann's enterprises, namely, the Portland Canal short line only. Does he expect the public to believe that if Mr. Mann required expert advice in connection with negotiations for a little line of a few miles that he did not employ eminent counsel in a deal, the largest perhaps ever yet made by the Canadian Northern? If this be so, it is quite plain that the contract was not drawn up by Mr. Mann, who is anything but a legal expert, but was probably already here awaiting his mere confirmation. In that event, its origin might be traced to even a higher C.P.R. official than Mr. E. P. Davis.

If my suggestions in this connection are so outrageous as the government organ and the Premier would have people believe, perhaps they will reply to the following from Sir Hibbert Tupper's speech on Saturday night, as reported in the Colonist:

"What do we see here to-day? The organ of the Canadian Pacific in this province, the Province, at first seemed to be on the fence. Time elapsed enough to communicate with Montreal to ascertain Sir Thomas Shaughnessy's views and now the Province is out and strong for this bargain. Do you suppose that if this is going to mean serious competition the C.P.R. would be so acquiescent? Whether they have no fear at all of an independent line through the mountains reducing rates, or whether they think this will fit into their plans which so far as developed amount to this, that anticipating competition with the G.P.R. they are double-tracking their line and have it done almost all the way across to the mountains, and if Mackenzie & Mann can pull off something like this they can deal with them and nothing in the contract will stop them."



ENTERING THE HALL.
Two sketches of Premier McBride made at his meeting on Saturday night.

FIRE DESTROYS STEAMER ST. CROIX

ALL PASSENGERS AND CREW ARE SAVED

They Tramp Over Rough Country After Landing on Coast of California.

Los Angeles, Cal., Nov. 22.—The 105 passengers, men, women and children, who were on the steamer St. Croix, which was burned and sank off Point Dume on Saturday night, are in Los Angeles to-day, having reached the city from Santa Monica last night in a state of exhaustion and nearly famished.

The ship's officers and the members of the crew, 78 in number, also arrived here. When the survivors of the steamer fire reached Santa Monica they were furnished food and supplied with clothes to warm their weary bodies. They had walked, ridden and made their way from the isolated landing place, as best they could.

Mrs. L. A. Wallace, of Berkeley, is in the Santa Monica hospital with her six months old baby. She was injured when the rope holding a lifeboat was broken as it was being lowered and she was thrown into the water. She and the baby and the occupants of the boat were rescued by her husband and two other men, who dived from the burning vessel. Herbert, the six-year-old son of Charles Velbaum, of San Francisco, was saved at the same time by Edward Norris, a ship's quartermaster, aided by Mrs. Grace Thomas, wife of a racing man of Victoria, B. C., who proved herself a heroine.

Captain Fred Warner, of the St. Croix, reported at the local office of the North Pacific Steamship Company, "I am sorry the ship was burned, but I thank a merciful God that not a single life was lost," he said.

Captain Warner came into Santa Monica among the last of the shipwrecked throngs. Some of these had walked about over the 15 miles of rough mountain trails that led to civilization from Desolate Zuni canyon where they landed. Others, all women, who had been frightened into helplessness, were brought on stretchers, borne by root-sore men; others, luckier found several dummies on a little railroad running through the Malibu ranch, and wading a sleep-ridden hand, induced him to harness mules to the cars and bring them in that way. A few found automobiles sent out by newspapers seeking information of the wreck.

These, with five slightly injured women and a few other men who left the camp near the little beach where the ship's company landed, had reached the Rindge ranch house, six miles south of Zuni canyon.

The others remained until daylight in the canyon, shivering in a cold fog, without food, except for a tin of hard-tack and a can of milk and with little water. Bottles of liquor, hastily thrown into a boat by an under-steward, served as a stimulant to prevent the collapse of several of the women.

Captain Warner, in describing the burning of his ship, said: "I was in my cabin when someone ran to my door and shouted, 'Captain, the ship is afire below the second cabin.'"

"I shouted to the first officer, Miller, in the next cabin to take charge of the



UNANIMOUS DENUNCIATION.

watch below, and went on the bridge and ordered full speed astern to stop the ship's headway in order to not fan the flames, which were bursting out of the after ports.

"The ship had come to a full stop and the passengers were being placed in the boats when the first officer reported that the ammonia pipes of the refrigerating machinery had burst and that the fire was gaining about the second cabin. Apparently it was started somewhere in the second cabin, and the powerful draft was drawing down through the shaft right to the boiler room."

"By this time the fire fighting force was being overcome, man by man, and the hose lines were abandoned. Realizing the fight was hopeless, I ordered the men up from below, and the fire room cleared."

"At no time was there any serious confusion."

But once during the hurried desertion of the doomed ship was the authority and judgment of Captain Warner questioned. That was when Mrs. H. B. Haven, the motherly stewardess of the vessel, defied the captain's orders to find a place in the second boat with the other women and proved that women who follow the sea are as much heroes as the seamen who heed the cry of "Women and children first."

As the first boat was lowered, Mrs. Haven took her place at the rail and tossed blankets to the women in the life craft.

In the evening the revenue cutter Perry approached the wreck. She had been lying at San Pedro when news of the disaster reached her commander. After picking up fifteen of the refugees on the beach, the majority of the members of the crew of the St. Croix, she sent two shots from her gun, crashing through the oil tanks of the wreck, which still floated, a menace to navigation, and sent them plunging beneath the waves. She then returned to San Pedro.

Local Agent David Ferguson, of the North Pacific Steamship Company, left last evening for San Francisco to confer with his superiors. Before leaving, he said:

"It is more than probable that we will lease a vessel immediately to replace the St. Croix until another can be purchased. You can say for me that the accident will not end the rate war. We will fight this out and our running schedule between the local ports and San Francisco will only be temporarily disturbed."

The steamer St. Croix, which was owned by Schubach & Hamilton, of Seattle, was built at Bath, Me., in 1890. Schubach & Hamilton bought the St. Croix in New York about a year ago with the intention of using her in the home trade in connection with their freight steamers. She was 347.7 feet long, had a beam of 40.4 feet and a depth of 25.9 feet. Her gross tonnage was 1,393 and her net register was 1,064.

SCHOONER CAUGHT IN AN ICE FLOE

Crew of Duxbury, Which is Forced Ashore, Succeed in Reaching Land.

Nome, Alaska, Nov. 22.—The schooner Duxbury, scheduled to leave for Seattle several days ago, has been caught in an ice floe in Port Clarence bay, and reports received here to-day say that the vessel was forced ashore, having reached shore on the ice.

HE DIDN'T KNOW!

Here is an incident which occurred at the Conservative meeting held in the A. O. U. W. hall on Saturday evening, during the speech by H. B. Thomson:

A voice—How did you vote on the Workmen's Compensation Act in 1907?

Mr. Thomson—I was not in the House in 1907. (Loud laughter.)

A voice—I have been misunderstood. How did you vote on the workmen—Workmen's Compensation Act in 1907?

Mr. Thomson—I DON'T KNOW!

[The journals of the legislature for 1907 give the names of those who voted for and against the second reading of the act to amend the Workmen's Compensation Act. The motion was negatived, and among those whose names are recorded against are: Thomson, Behnson, Davey and McBride, the latter pairing.—Ed. Times.]

RESCUE PARTIES RENEW LABORS

TRYING TO REACH IMPRISONED MINERS

Men Saved From Death Beg to Be Allowed to Assist in Work.

Cherry, Ill., Nov. 22.—Fifty volunteers are to-day heroically working in an effort to tear down the barricade behind which seventy or more survivors of the St. Paul mine disaster are believed to be imprisoned.

For nine days these men have been confined behind the tons of debris in the west tunnel with food sufficient to last only for a day. That they are greatly weakened and emaciated there can be no doubt.

Despite the statements to the contrary, only 21 survivors have been taken from the mine up to this time. Reports on Saturday had 142 miners rescued.

The first newspaper man to enter the ill-fated St. Paul mine was John M. Boffel, staff correspondent of the United Press. At 8.05 o'clock this morning he donned miner's garb and was lowered into the shaft.

Nearly all of the men taken to-day are in good condition to-day. Hearing reports that many of their comrades are still buried alive, they begged to be allowed to assist the rescuers in their work.

"This is my second experience," said William Hynes, one of the rescued men. "I was buried seventy-two hours once in the Marquette mine near here."

LOSES MONEY.

Omaha, Neb., Nov. 22.—A chattel mortgage given by the Omaha Independent Telephone Company to the Title Insurance Company of Los Angeles, Cal., for \$3,000,000, is on file here to-day. The telephone company recently filed its annual statement with the state railway commission, showing a loss of \$75,511.91 for the year ending June 30th, 1909. Denver and other western capitalists are interested in the company.

ENGLISH SUFFRAGETTE SPEAKS IN NEW YORK

Addresses Crowd of Men in Sheltered Corner of Madison Square.

New York, Nov. 22.—The Times of Saturday published the following:

"While the wintry blasts were at their keenest yesterday afternoon, Miss Mary Keegan, an English 'suffragette,' who had served time in Holloway jail with Mrs. Fankhurst, stood in a sheltered corner of Madison square, talked suffragism to a crowd of men sufficiently interested in the cause to brave the cold. Miss Keegan told the men that she was a real English 'suffragette,' more or less a typical one; and that she had been in prison, and that she did not think anyone need be afraid of the 'suffragette' species."

"Speaking of the present government in England she said: 'The Liberals are the most unliberal on the face of the globe. They are getting themselves very much disliked. They will not remain long in power, and the Conservative government will have learned something from the present administration. There is not a worse 'suffragette' in England than I,' she said in telling of the English 'suffragettes.' 'Do you know how we came to be called 'suffragettes'? The name was given us by an English paper, as a term of derision, but now it is a name to be proud of, and we don't like to be called 'suffragists.' And you know what they say is the difference between the 'suffragist' and the 'suffragette'? The 'suffragist' wants the franchise, and the 'suffragette' is going to get it. We are only taking a chapter out of the men's book in what we are doing in England. If we had taken the whole book, blood would have been shed. The government is responsible for everything that happens. They will not let us go anything, and send us to prison.'"

GOING TO SOUTH AFRICA.

Herbert Gladstone Accepts Post of Governor-General.

London, Nov. 22.—Herbert John Gladstone, secretary of state for home affairs, has accepted the post of Governor-General of United South Africa.

It is announced that the Liberal executive committee of Mr. Gladstone's constituency, Leeds, has requested T. E. Austen, nine miles northwest of the approaching election.

NEW MARKET OPENED.

Pekin, Nov. 22.—Arrangements have been completed for the opening of Hun Chun, Manchuria, to international trade.

The importance of the opening of Hun Chun to foreign commerce is apparent when it is understood that the town is situated nine miles northwest of the Korean boundary, near the confluence of the Hun Chun and Yumen rivers, 35 miles above the mouth of the latter in the Sea of Japan, and less than 100 miles from Vladivostok. The town has a population of 10,000, and enjoys a considerable trade with Korea.

FRENCH CHAMBER.

Paris, Nov. 22.—The general discussion of the budget closed with a vote of confidence in the government.

GRAND RECEPTION TO SIR HIBBERT TUPPER

Independent Conservatives Show Marked Strength Compared With "Machine" Section of the Party—Masterly Speech Delivered

It was an able presentation of the case against the McBride-Bowser-Mann railway contract which Sir Charles Hibbert Tupper made in Broad street hall on Saturday evening, in the hearing of an audience which filled the place to overflowing.

In many ways it was a most unique political gathering. Called by prominent and influential Conservatives of Victoria who protest against machine rule and Tammany methods, and, like good citizens of a great province, put its well-being above party; brought together to listen to a man who is, as he himself says, unchangeably Tory, and whose decision to vote the Liberal ticket is sufficient evidence of his sense of the gravity of the situation; attended by hosts of Conservative electors, many Liberals and a large sprinkling of ladies—this meeting without parallel was typical of a political situation which is without parallel in the history of Canada.

Closed and appreciative attention was paid to the speaker during the seventy minutes his address lasted, and the thorough concurrence of his fellow-Conservatives was made manifest. There was not any of the exuberance common to meetings addressed by leaders of either party, for the very good reason that the electors in the audience were largely of the class that does not "whoop it up" on such occasions. They represented the great silent vote found in every constituency; the vote on the part of British Columbia Conservatives which is going to spell defeat for the McBride-Bowser-Mann combination on Thursday next.

Not that the audience was not animated by a quiet enthusiasm. As Sir Hibbert laid stress on the financial disaster which must follow such a wild and unconsidered agreement as that made with Mackenzie & Mann, and pointed out the serious omissions in the contract—omissions which make it a document absolutely against public interest—the faces of his hearers told of a strengthened determination to destroy the government which is so recreant to its duty as to be a party to such an agreement.

Inevitably some little part of Sir Hibbert's introductory remarks had to be personal in view of the premier's criticism of his action and the attempt made to read him out of the party in Mr. McBride's Vancouver speech of the night before. The very different opinion of his "youthfulness" and "inexperience" which Mr. McBride held six years ago was strikingly shown under the premier's own hand.

These references were soon over, however, and then Sir Hibbert plunged into a contrast of the railway policy which the government stood up on October 19th with that which it now seeks to force on the country. Abundantly.

CONVICTED OF MURDER.

Chicago, Nov. 22.—Dr. Haldene Clemenson, aged 37, who has been on trial for the murder of his wife, Norah Jane Clemenson, was found guilty of murder, and was sentenced to life imprisonment here Saturday night.

UNCLE SAM MAY DEMAND REPARATION

Investigating Execution of Two Americans in Nicaragua.

Washington, D. C., Nov. 22.—Orders have been sent to the cruiser-transport Buffalo, on duty on the Pacific coast, to sail at once for Panama.

The Buffalo's orders were sent following a long conference between President Taft and Secretary of State Knox at the White House last night on the Nicaraguan situation.

Secretary Knox gave out the following statement: "If certain representations of fact which have been made to the state department concerning the Groce and Cannon case are verified by inquiries that have been made, this government will at once prepare a demand on the Nicaraguan government for reparation for the death of these two men."

The Buffalo is expected to sail to-day from Pichilique bay, Cal. While the 500 marines are scattered generally over the canal zone, they can be concentrated by means of the railroad quickly in Panama, where there are military stores and supplies.

It is insisted in official circles that the dispatch of the Buffalo is not to be accepted as meaning an expedition is to be launched against the Zelaya government, but that the vessel is ordered south to be in readiness should occasion suddenly arise. She is to be driven at top speed to Panama, where on her arrival her commander is to report to Washington.

dant quotations were given to show that towards all railways—and the Canadian Northern was specifically mentioned by members of the government—the policy was: "Let us give decent, intelligent encouragement to these undertakings; but let us give nothing more." Equally striking was the answer of the premier's to T. W. Paterson during the Kalen Island inquiry, a proposal of the possibility of other transcontinental lines coming in: "If any road comes in in the future it will have to pay its way."

The neglect to secure control of rates, to insist on the formation of a sinking fund, to provide for simultaneous construction of the proposed line from either end or on the mainland and island, were pointed out, and both the premier and Mr. Bowser were nailed down to straight misrepresentation of the Manitoba case.

There were many lighter touches in a speech which it was a delight to listen to. Sir Hibbert's references to the premier's vaulting ambition to be classed with Sir John A. Macdonald and Sir Wilfrid Laurier as a nation-builder evoked a hearty laugh. Frequent were the keen thrusts of the experienced political duellist, every one of them reaching a vital point. At the close of the meeting Sir Hibbert was surrounded by a group of Conservative friends, who congratulated him warmly on his manly and patriotic attitude and his telling speech.

Ex-Ald. W. A. Gleason was in the chair and in opening the meeting made perfectly clear the genesis of the movement to have Sir Hibbert speak here. No Liberal, he stated, had anything to do with it. None but Conservatives had been responsible for calling the meeting. They were independent Conservatives—Sir Hibbert was not a Conservative. He was a less Conservative, he stated, than the introduction of machine politics.

Mr. Gleason said the Conservatives who invited Sir Hibbert here were men who would have nothing to do with countenancing packed conventions and bogus railway policies.

"We are opposed to Tammany tactics and forged telegrams," he said, and was cheered.

Rev. W. Stevenson spoke briefly on the local option vote, explaining it.

Sir Hibbert's speech, as follows:

Sir Hibbert spoke as follows: Mr. Chairman, ladies and gentlemen, fellow-electors of British Columbia: It was exceedingly kind of some of my personal and political friends to have invited me to come here for such an intelligent and such a large audience as this, to take counsel together for a while in regard to one of the greatest questions, fraught with the most extraordinary importance for good or ill ever put, or that will be put, before a parliament.

MAY VOTE ON BUDGET THURSDAY

FATE OF MEASURE IN LORDS NOT IN DOUBT

Return of Liberals With Reduced Majority is Predicted.

London, Nov. 22.—The fierce warfare that has been waged over the budget will be brought to a culmination this week. The House of Lords is expected to vote on Thursday on Lord Lansdowne's resolution calling for the rejection of the budget, and it is expected that most of the leaders in the upper House will speak.

Probably the largest number of Lords will muster for the vote since the rejection of Home Rule. About 450 are likely to assemble, and not more than one-quarter of these will support the budget.

Most of the politicians predict that when the question goes before the people at the general elections in January it will be impossible to wipe out the great Liberal majority, and that the Liberal government will be returned but with a comparatively small majority.

The betting at Lloyd's is three to one in favor of the Liberals. Liberal leaders declare that the issue is whether the hereditary chamber shall rule the country.

INFANT SUFFOCATED.

Indiana, Harbor, Ind., Nov. 22.—Neighbors who broke into a burning house here found a baby girl in her crib dead of suffocation by smoke, and her three-and-a-half-year old brother unconscious, trapped to a door knob with a rope. The children's mother, Mrs. John Koran, had gone shopping. To prevent the boy from playing with matches she tied him to the door. The fire broke out from a stove.