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INAUGURATE CAMPAIGN FOR LOCAL OPTION

Public Meeting of Local Temperance Societies to Be Held Next Week

At a recent meeting of the Ministerial association of this city, a committee was appointed, with instructions to write to the ministerial associations in other centres in the province, with the view of uniting in those centres, as well as here, the several church temperance organizations, moral reform agencies and citizens leagues, for the purpose of concentrating all these energies upon the advancement of the cause of local option as it was felt, that in this city, they had in the past, been in a measure, handicapped in their efforts to accomplish this object, through a multiplicity of agencies each working in its own way, and sometimes with the result of hindering the progress of the very objects, which they all had expressly at heart, (1) the securing of a local option law; and (2) the bringing of this law into effective operation, throughout the province, while in order the better to reach a final decision in this matter, a general meeting of all these organizations will be held on Tuesday next, the 29th inst., when, if it be possible, it is intended to organize a large local option committee to work among the residents of this city towards these ends: (1) to secure signatures to petitions in favor of an appeal to the provincial legislature to pass a local option law, and (2) to labor for the adoption of such a local option measure, in every municipality in this province, after the passage of this measure has been effected. The committee which at the moment has this matter under consideration, is composed of Rev. Dr. Campbell, Rev. Dr. Spencer, and Rev. H. A. Carson.

ONE DOLLAR FARE ON C. P. R. STEAMERS

Passengers From Victoria to Vancouver Can Travel via Seattle for Cheap Rate

A rate of one dollar for the round trip between Victoria and Vancouver by way of Seattle has been made by the Canadian Pacific Railway company, coming into effect yesterday. The fare now prevailing on the Victoria-Seattle steamer is 25 cents and on the Vancouver-Seattle steamer the fare is $1, but a rate of $1 will be given for the through passage with stop-over privilege at Seattle. This rate is good from Victoria to Vancouver or vice versa by way of Seattle. The fare on the opposition steamers is $1.25.

Delta vs. V. V. & E.

Vancouver, Sept. 25.—The municipality of Delta is again applying to the supreme court for an injunction to restrain the V. V. & E. Railway company from obstructing the River road, also known as Ladner highway, an obstruction which it is claimed causes some of the farmers of the locality an extra journey of twelve miles. The railway claims that they offer an alternative route as good as the one obstructed.

FINANCIAL EXPERT RETURNS FROM NORTH

Mr. Moreton Frewen Discusses Prince Rupert and Its Prospects

(From Friday's Daily)

Mr. Moreton Frewen, the well known British financial expert and apostle of bi-metallism, was in the city yesterday. He had just returned from Prince Rupert. Asked about his impressions of that coming city, he said: "Any visitor to Rupert will return much impressed. In some respects the arrival there of a great trunk system, of railroads connecting with the local towns of lower Canada will be likely to start quite new currents of trade. The two points which struck me perhaps most are the surprising wealth of the ocean off the Queen Charlotte islands and the extremely low grades by which the rail reaches that ocean. Acting together these two conditions if they stood alone, must make Rupert an important town. The figures of the cod and halibut fisheries are scarcely credible. A single ship with twelve dories has caught this season over a hundred tons of halibut in three days. Remember that these are fish of very high quality and that even now by way of Vancouver there is a large and growing market for them so far away as Paris. The mass of these fish and the salmon too which follow the schools of herrings in from the deep ocean will be distributed frozen and in carloads all over the middle west; the duty, a cent a pound, will not keep them out of Boston, St. Louis, Chicago. When you recall the wealth that an inferior fish, the cod, and a fish present probably in smaller numbers, bring to the New England towns, it is certain that with cheap Indian labor the development of Rupert as the fish capital of the Pacific will be striking.

"What about minerals?" was asked. "Oh, that is to some extent in the air. But coal at least is abundant three hundred miles inland, and everyone is talking of the precious metals in combination with lead and copper. A great deal is being claimed and apparently on good authority for the Telkwa district. No doubt presently Rupert will be a smelting centre. But it is the railway grade that chiefly interests me. A single engine will haul a full load from the Great Lakes to the Pacific. With a maximum grade west of only 21 feet to the mile, will not much of the northwestern wheat trade go to Europe by way of Rupert when the Panama canal opens? That will avoid the long haul and the deep winter snows between the Saskatchewan and the Atlantic, or the long delays and the cost of storage in the elevators at the lake ports. A road that can distribute its loads impartially both east and west instead of pulling empty cars west and get grain out all through the winter months, is in a position of great economic advantage."

"What about the climate?" was the next query.

"Well, it is very wet, no doubt, very wet, but probably for that reason wholesome. The rainfall reduces its attractions as a residential town no doubt. Its wealthy class will be likely to winter in this lovely island of yours. The town is "dry," and in consequence delightfully law abiding; as there is no drink, there is no gambling. And the workers have shaken down to it apparently, and now seem quite happy though "dry." One man, a carpenter, said to me 'what I should spend in drink will pay for a town lot in four years, and the advance in the value of that lot will at least double my wages.' Living there is going to be very cheap for the working classes; the several varieties of fish are priced very low, and by rail and water presently meat, vegetables and dairy produce will come in from the Bulkley Valley and from the islands to the westward."

PRINCESS BEATRICE HAS STORMY VOYAGE

Amur Has Second Misfortune Striking Rock at a Queen Charlotte Port

(From Saturday's Daily)

The steamer Princess Beatrice, of the C. P. R., which reached port yesterday from Skagway and northern B. C. ports, bringing 100 passengers and 8,000 cases of salmon loaded at Lowe Inlet and Alert Bay, had a rough passage south. She encountered the heavy gale of Sunday which wrecked the ship Star of Bengal with so many lives. The Princess Beatrice was nearing Juneau when the storm broke, and she put into that port, and remained, the gale blowing hard all night. On arrival at Ketchikan news was given to those on board the Princess Beatrice of the disaster to the salmon ship off Coronation island, the first report stating that all on board were lost. There was much indignation regarding the actions of the tugs in connection with the catastrophe. The steamer did not call at Wrangel, from where the survivors were sent south on board the steamer Humboldt, due today at Seattle.

News was brought by the Princess that the steamer Amur has been again in misfortune. On Sunday last she was in collision off Trivet point in the Skeena river with the steamer Vadso, of the Boscowitz Company, which left the ways of the Victoria Machinery Depot yesterday afternoon undergoing temporary repairs and proceeded north again, and on the following Tuesday night when going into Lockeport on the Queen Charlotte islands the Amur struck a rock. She was going slow when entering the harbor, the night being very dark. The steamer was backed off, and is not thought to have been much damaged. Her stem was slightly twisted as a result of her collision with the Vadso.

Chicago, Sept. 25.—Andrew Babo was taken from Bujnton, Ind., to the South Chicago hospital of the Illinois Steel company yesterday with his vital organs torn by a jet of compressed air. He will probably die. He is the victim of a practical joke played at the plant of the Buffinton Cement company, a subsidiary concern of the United Steel corporation, where he was employed as a laborer. Because of his ignorance he was made the butt of many jokes, principally the harmless practice of turning a jet of compressed air down his neck, and watching the dust fly from his clothing. As Babo took little notice of this his persecutors grew bolder; they put the nozzle of the air jet in his mouth and opened the stop cock, lacerating him internally in a frightful manner.

SUCCESSFUL CLOSE TO FIRST HORSE SHOW

Week's Events Terminate With Presentation of Prizes to Winners

(From Sunday's Daily)

Victoria's first horse show has finished and while it is impossible to compare it with previous events of its kind, it is quite safe to state that it will be a difficult matter, in future years, to beat the high standard set by this year's affair. That horse lovers of Victoria, for five consecutive evenings, attended in large numbers to witness the various classes of the best grade of horse flesh on this coast speaks volumes for the appropriateness of the show and shows that the event has been long looked forward to by Victorians. Despite the threatening weather of last night there was a good attendance, though not so large as was expected, had the weather conditions been better. But those who attended were enthusiastic, even more so than on the previous evenings, and the great majority stayed for the final act in the big event of the fair week, the presentation of the prizes to the successful winners. This duty was suitably performed by Mayor Hall, who emphasized the feeling of Victoria horse lovers when he declared that to the outside entries from Vancouver, Seattle and elsewhere, the management of the horse show owed by far the greater part of this year's success. To anyone who has attended the performances this week, His Worship's words will find hearty approbation.

The various classes were well represented, with one or two exceptions, and in these what was missing in numbers was fully made up in quality. A feature of the evening was the presentation of the handsome silver cup, the gift of the Seattle Horse Show association to J. A. Smart, secretary of the Agricultural association, in recognition of his indefatigable efforts in inaugurating the local show.

Mayor Hall, in presenting the prizes, all of which were displayed throughout the evening to the audience, struck the right note, when he declared that hereafter the horse show is to be an established fact here and that in succeeding years its perfections will grow. It was a merry lot of fortunate prize winners who gathered after the performance to receive their prizes from the hand of the chief magistrate of the city and every presentation was accompanied by the hearty plaudits of the crowds thronging the boxes and benches.

A pleasant incident during the evening was the presentation to dainty Miss Helen Farrell, of Seattle, of a souvenir from Judge Spark, a brooch representing the famous "Pearl" owned by George Pepper, a well known Canadian horseman, making her sensational jump of seven feet, four inches at Toronto. Little Miss Farrell has won the affection of the Victoria horse lovers by her excellent riding and driving and Judge Spark's act was received with a storm of applause. To J. H. Clark, driver of the six horse team, belonging to S. R. O'Neal, of Vernon, which captured the first prize in that class on Friday evening, Judge Spark also presented a handsome whip, as recognition of Mr. Clark's ability as a driver.

In the evening's events there were no new entries, all those showing having exhibited their fine points during the week. But there was a special event put in which aroused the enthusiasm of the audience. It was for driving horses, open to Victoria exhibitors only. To Miss V. Pooley, went the blue ribbon and her win was the occasion of an ovation which dwarfed anything yet given this week. Every evening Miss Pooley has been prominent by her entries and with Miss Davie upheld the honor of Victoria in the lady driving classes. Her victory was no mere compliment either. Judge Spark is an exacting judge, one who judges solely on the merits of the entry and that the first prize should fall to Miss Pooley, indicates that her entry deserved the award. To J. A. Mitchell went the second honors and third place was captured by the Spencer entry.

Society was out in full force and the boxes were well filled while the unreserved portion of the large pavilion was crowded to its limit.

During the evening the local fire department gave an excellent exhibition of just how an alarm is answered in case of fire. The process of receiving the alarm and answering it and the hitching of the horses was gone through and was roundly applauded. The usual harness apparatus had been fixed up in the ring and as the bell sounded an imaginary alarm the two fine greys, Sappho and Zaza, dashed into the ring, made straight for the waiting hose wagon, and in an instant were hitched and ready to respond to the danger signal. The performance was repeated again after which the intelligent horses, to the sound of the wagon gong, dashed out of the ring.

The final event of the evening, that open to jumpers, was one which probably gave the audience the greater portion of their entertainment. It was a contest in jumping between "Golden Crest" the entry of J. A. Russell, of Vancouver, and "Fox Catcher," exhibited by the Maplewood Farm, of Renton, Wash. It is certain that never before in the history of Victoria has such a performance been given by a horse. "Golden Crest" was forced to succumb to the superior ability of "Fox Catcher" whose performance culminated in clearing, without apparently an effort, a hurdle of six feet, ten inches. J. Harris, the rider of the successful jumper, though suffering from a broken shoulder, and in fact still wearing the bandages, handled his mount to perfection, and while at the third jump he was thrown from his seat, he was not injured, and as he walked from the ring he received a perfect ovation.

Another added feature to the evening's performance was the parade of high quality heavy horses. Bedecked with ribbons indicating their ability as prize winners the animals made a fine showing. The St. Andrew's pipe band, under Pipe Major McIvor, headed the procession, the whole making one of the chief features of the performance.

"One of the best shows I have had the pleasure of judging at, and certainly one of the most enjoyable, where every event was run off without a hitch and commendable pronipitude shown" was the brief manner in which Judge Spark expressed himself as to the merits of this, the first horse show given here, and both Judge Grey and Judge Hodson, livestock commissioner, were emphatic in declaring that the present show sets a standard which will require some beating in future years.

"NOT PROVEN" IS VERDICT OF OFFICIAL

W. Fleet Robertson So Dismisses the Ingenika Gold Fields

"My opinion about the Ingenica placer gold region will have to be expressed in the language of the old Scotch verdict 'not proven.' A detailed report of my observations will be submitted to the minister of mines. No gold has been taken out; in fact very little development has yet been done on the Ingenica and its tributary McConnell creek. Bedrock has not been reached," said Mr. W. Fleet Robertson, provincial mineralogist. Mr. Robertson has just returned from a thousand mile tour through northern British Columbia.

"Some little prospecting has been done this season nearly a hundred miles away on the north side of the Findlay river. The indications there are just as favorable. What impressed me most was the likelihood of a lode mining industry being developed in those northern districts. The formation seems to be all right. Transportation is too remote to warrant any immediate consideration."

Mr. Robertson used pack trains and canoes in his long journey through an almost unknown wilderness. He reached the head of Lake Tuthade, at the headwaters of the Findlay river, then went around by Fort Graham, crossing the mouths of the Ingenica and Ominica rivers via Stuart lake, returning via the Babine and Hazelton.

DAMAGES NOT LOST BY FALSE DECLARATION

Novel Point Arising Out of the Workmen's Compensation Act is Decided

An interesting point of law has just been decided by Mr. Justice Martin, which has been awaited with interest by wage earners. It arises out of the Workmen's Compensation act, which provides for compensation to an injured workman unless his injury is attributable solely to his own serious and wilful misconduct.

In this case the injured man was Wm. C. H. Darnley, who was working as a brakeman for the C.P.R. and was injured in the course of his employment. It appears that the C.P.R. will not employ brakemen who are under 21 years of age and applicants for such positions are required to sign a declaration that they are of full age. In this case the plaintiff admittedly signed the declaration although he was under age, and County Judge Cane, who was appointed arbitrator, found that he did so deliberately because he knew that otherwise he could not have obtained the employment, and so that but for the fraudulent declaration he would not have met with the accident.

Judge Cane found that he was entitled to remuneration unless he was disqualified from relief by reason of the false declaration. The situation was further complicated by the fact that still without disclosing that he was under age, he settled the matter for $21. The amount coming to him if he gets a verdict at all is $140.

The question whether the false statement coupled with the settlement he had made were circumstances sufficient to deprive him of his statutory right to compensation was referred to a supreme court judge for decision, and the matter came up before Mr. Justice Martin. The point was argued in Vancouver, Mr. Deacon for the plaintiff arguing that the declaration, though untrue, could not be styled misconduct to which his accident was solely attributable. For the C.P.R. Mr. McMullen took the contrary view, saying that but for the falsehood he would not have been employed and so would not have met with the accident. He also urged the settlement.

Mr. Justice Martin has given his decision in favor of the plaintiff, and it is understood that the matter will be appealed to the full court. The text of the judgment follows:

"On the authorities I am of opinion that the mere fact that if the plaintiff had told the truth abut his age he would not have been employed is not "serious and wilful misconduct" to which his injury in the course of that employment can be "attributed solely," as is required by sub-sec. (c).

"With respect to the release he signed while still under age, and the payment of $21 to him thereunder, that should not prevent him from recovering the compensation he was entitled to under the act, seeing that it was admitted on the argument that he tendered the $21 back to his employers, and his equitable obligation will, in the circumstances, be satisfied by deducting that sum from the amount of the proposed award of $140.

"It follows that the question submitted to me by the learned arbitrator (under section 4 of the 2nd schedule) should be answered in the negative.

"(Signed) Archer Martin, J.

"Victoria, B.C., Sept. 23, 1908."

KESTREL RETURNS WITH REAR ADMIRAL KINGSMILL

Chief Officer of Canada's Navy Returns From Visit to Prince Rupert

The fishery protection cruiser Kestrel, Capt. Holmes Newcomb, returned to port yesterday afternoon from Prince Rupert bringing Rear Admiral C. E. Kingsmill from a cruise of inspection. The Kestrel had a rough trip, encountering heavy southeasterly gales and the trip was confined to a visit to Prince Rupert. Rear Admiral Kingsmill was much impressed with his trip north, and said he was surprised at the number and size of the fishing steamers sent to the northern fishing grounds under the United States flag and the few from B. C. ports. He thought there was opportunity for much greater share in the business by Victoria and Vancouver capital. Before going east Rear Admiral Kingsmill will meet the council of the Board of Trade to hear views upon the fishing industry and need of better protection. On Monday he will go to the west coast to inspect the life saving stations and west coast trail.

Sydney, N.S., Sept. 25.—Judge McKenzie has resigned from the bench and accepted the Liberal nomination for South Cape Breton.

NEW COAL DEPOSITS OF THE MAINLAND

H. N. Galer, Manager of Alberta Company, Visiting in City

(From Saturday's Daily)

A prominent mining man of Spokane, Mr. H. N. Galer, was visiting here for a couple of days this week, the guest of Mr. A. C. Flumerfelt.

For a number of years Mr. Galer was prominently connected with the Granby smelter, and later with the opening up and development of the International Coal & Coke Company's properties at Coleman, Alberta, of which company he is now vice-president and general manager. He is also president of the Royal Collieries, Limited, which is operating a large coal property near Lethbridge, Alberta.

Interviewed by a representative of the Colonist yesterday, Mr. Galer said Victoria impressed him very favorably by the signs of progress and prosperity in and around it. He stated that this was his first visit of any duration for several years past.

"I am particularly struck by the progressive spirit, the general change in the tone of business and the increase in the number and variety of buildings," he remarked. "Victoria is being talked about considerably on the outside nowadays, and, judging from the developments that are taking place on the Island, your city has a bright future ahead of it."

Mr. Galer stated that he was very favorably impressed with our fair, and in his opinion the fruit exhibit is equal in quality to anything he has seen. A national apple exhibit is to be held in his city this fall, and he hoped that some specimens of the local fruit would be on exhibition there. He was particularly struck with the fine show of horses and cattle.

Asked regarding the present general situation of the coal mine, Mr. Galer said that the demand for fuel throughout the West was good, and that it was unlikely that shipments from western shipping mines would equal the demand. The companies with which he is associated were pushing along steadily with their development work, but that the inadequacy of the car supply was handicapping the output of the International to some extent. The company has an additional battery of coke ovens now in operation, which were recently completed by the contractors to meet the demand for this fuel. The output is shipped to the B. C. Copper Company of Greenwood.

Mr. Galer remarked that he had visited the Royal Collieries at Lethbridge recently, and continuing he said: "One of the most promising of the domestic fuel mines in the West today is that of the Royal Collieries. We own the coal rights to some eight thousand acres of these lignite fields, and test bore holes of the formation made by diamond drills have proved for us an enormous body of high grade domestic fuel, rivalling the higher grades of lignite fuel on the Pacific Coast. We will be shipping three hundred tons per day by the middle of November, as the spur track now under construction will be finished by the end of October. We are pushing work to completion as fast as we know how on the erection of our plant, and development work on the coal measure has been proceeding apace. As is well known, intelligent development is the crucial point of economic mining and we are planing carefully along the lines of an output of a thousand tons per day next season. If it were possible to turn out that tonnage tomorrow we could readily dispose of the whole of it, such is the demand for high grade domestic fuel."

"Is it not a fact that there are many new coal propositions being opened up in the Territories and Alberta? asked the Colonist representative.

"There is of course an extensive coal area in those parts," he replied, "but the workable deposits are widely distributed, and many workings are found upon test to grade too low to compete successfully in the open market with the better grades; no lignite field in this section of the country has yet been found to equal the Lethbridge deposits. A very great deal of the coal consumed in the Territories comes all the way from Pennsylvania, and this state of affairs is due to a lack of good fuel development; there is not a sufficient tonnage of high grade produced in the Territories today to keep out the foreign fuel. As a matter of fact, we already have a strong demand for Royal coal as far east as Winnipeg, besides which we have our home market of Southern Alberta, Saskatchewan and Southern British Columbia, into which some two hundred thousand settlers come yearly. And we cannot supply this demand; for instance, we declined present acceptance of an order for a regular shipment of five hundred tons a day from a Brandon wholesale company. However, the plans of the management have this strong steadily increasing demand in view, and we are getting the mine in shape as quickly as possible to take care of the market. The possibility of the supply of domestic fuel exceeding the demand is a remote one, but if ever it should happen that we have a surplus of coal not required for the Canadian market, we can, with our very high grade lignite, successfully compete in the extensive markets in the inland empire and other parts of Washington, Idaho and Montana."

BLACK HAND MEN

Members of Fernie Gang Get Terms in Penitentiary—Brought to New Westminster

New Westminster, Sept. 24.—The provincial police succeeded in crushing out the Black Hand organization which was discovered at Fernie just before the disastrous fire, and three prisoners, brought down to the British Columbia penitentiary yesterday, by Constables Leacey and Mouris, reminded the public that their noxious doctrines will not be permited on Canadian soil. The men convicted are Dominic Marzia, seven years; Frank Oliverisse, six years and six months; and Stepheno Breuno, six years. Two others, Frank Brucho and Lanzinto Santori, convicted and ordered to serve six years and three months, and two years respectively, will come here in a few days. Four other members of this Mafia organization will serve terms at Nelson, the authorities being determined to root out the poisonous weed of blackmail from the province.

Two of the men escaped from prison and gave the police five days' hard work recapturing them. Constable Leacey was obliged to fire at one, and another took refuge on an island, where he was found after diligent search by the police, concealed in the undergrowth.

IMMENSE FRAUDS IN IMPORT OF CHINESE

Deep Laid Scheme Laid Bare With Assistance of Victoria Merchant

With the assistance of Lee Mong Kow, of this city as interpreter, F. C. T. O'Hara, deputy minister of Trade and Commerce and Commissioner of Chinese immigration, has unearthed the greatest fraud ever perpetrated in connection with the entry of Chinese into Canada. Mong Kow left for the east a few weeks ago, and since his arrival there the suspicions of the department as to the illicit traffic have been confirmed.

The culminating point of the story, which is a long one, was reached on Saturday, in Montreal, when as a result of personal examination by Mr. O'Hara of a number of recently arrived Celestials the whole fabric of the bold scheme was laid bare.

Certificates from Mexico

About a year ago a number of Chinese began to arrive at Halifax in possession of certificates signed at the Chinese legation at Mexico City, and describing them as merchants. When the present season of navigation opened, Chinese bearing similar certificates, commenced to arrive in Montreal. The sudden invasion of Canada from the east excited a good deal of suspicion amongst the officials, and the matter was reported to Ottawa. While the officials were almost certain that fraud was being perpetrated on the department, they had no absolute proof. From information received the department finally became convinced that a syndicate had undertaken to land Chinese in Canada, and had been able, by false representations, to secure the necessary certificates from the Chinese legation at Mexico City.

There were a number of circumstances which aroused the suspicion of the Canadian officials. All new arrivals admitted that he had been in Mexico only a few months, and all had the same story to tell that business was dull in Mexico and they had decided to come to Canada to open up in business here.

It is estimated that since the frauds commenced a year ago the government has lost one hundred and fifty thousand dollars in poll tax, which means that three hundred Chinese have entered as merchants, thereby escaping the poll tax of five hundred dollars, which the ordinary Chinaman must pay. It is not believed that they can be successfully traced, but such steps will be taken that there will be no continuance of the fraud.

The most recent arrivals, those examined by Mr. O'Hara in Montreal on Saturday, consist of a lot of ten brought on the Elder Dempster steamer Bornu from Mexico City. Two who came to Canada on the Virginian bore letters from the colonial office to the effect that they were British subjects, which makes no difference; another party of three from Merida, in Yucatan, came over the New York Central from New York in bond, and carried certificates as merchants, issued by the State of Yucatan, and undoubtedly secured by fraud.

Reveals Big Fraud

Correspondence with Mexico failed to throw any light on the situation. Recently Mr. O'Hara took a trip to the Pacific coast to look into the methods of handling of Chinese arrivals. Officials of the coast, men of long experience in the work, expressed the conviction that a big fraud was back of the eastern invasion. It was decided therefore to arrange a surprise in Montreal, and in order to carry it out successfully, Mr. Mong Kow, a well known Victoria Chinese merchant, who has been in the government service nineteen years and is master of the English language, was brought to the east.

Instructions were given that the Chinese on their arrival should not be allowed to have any communication with those on shore till they had gone through an examination in the presence of higher officials and an interpreter. Under this examination, as it was conducted on Saturday, stories told by the Celestials did not hang together and it soon clearly developed that the suspicions of the department were well founded. Although it has been impossible up to the present time to discover all the ramifications of fraud sufficient is known to make it possible for the officials to effectually block further arrivals and steamship companies will have to return any they bring to Canada.

FISHERMEN DROWNED AT FRASER'S MOUTH

Horace Wright and George Hine Lost in Monday's Storm

New Westminster, Sept. 24.—Horace Wright, foreman of the Phoenix salmon cannery at Steveston, and his brother-in-law, George Hine, fisherman, of Fort Langley, were drowned off the mouth of the Fraser river in a gale which raged late on Monday night and early on Tuesday.

Both men, who were young and strong and expert fishermen, left Steveston on Monday evening for Woodward's slough. Mrs. Wright did not feel any great anxiety until Wednesday regarding the non-arrival of her husband. Late yesterday afternoon and last night, however, search parties were out. The boat used by the two men was found away over towards the Point Roberts shore. The salmon net was still attached to it, but there was no sign of life aboard. The weather had been so rough that there is no hope that the two men have escaped. Tugs are out today making a search of the shore for the bodies.

Mr. Wright leaves a wife and three small children residing at Steveston. His father, John Wright, is a stationer, in business on Westminster avenue, Vancouver. Hine was a young man whose parents have resided at Fort Langley for a number of years.

Fernie, Sept. 25.—The work of rebuilding the permanent structures of the city is progressing rapidly and a greater number will be completed this fall than was expected. At the present the following large buildings are under construction: Canadian Bank of Commerce, King Edward hotel, Johnson-Faulkner business block, Waldorf hotel, Ingram's store, P. Burns & Co., Liphart-Watson block, J. D. Quail, Fernie hotel, Crow's Nest Trading Co., Free Press Printing Co., Henderson block, Napanee hotel, Northern hotel, McEwen's bakery and several pricate residences.