

sective the services of the minin operation on arrival at Moose Jaw, and, following speaking particularly to United states settlers, Hon. G. P. Graham drew a series of happy parallels be-tween the characteristic features of British and American institutions. "In one respect," he said, "the Constitution of Canada is better than that of the

RIER

WAY WRECK

eight-Premier and

ntirely fixed as yet, though it is

ed upofficually that train 71 had

last order point without secur-

en garbled in receiving in some

railway officials feel a great

regret that such an accident

have happed to the prime mintrain, and are taking every pre-

engineers of both trains are as two of the most competent i the road. Engineer Burgess is who has been told off to drive

every notable party in the nd has always held the highest

this way that could be re-

mble, though not quite so well

has always been considered a

apaple and careful man at the

Laurier special will again leave

orning as soon as provisioned paired, and Sunday will be spent

Arrival at Kegina. na, Aug. 6.—The Laurier special i this morning at 10.30 from jaw with Engineer Hannah at rottle. The train is now lying in ards and leaves to-day for the the itinerary being proceeded as though nothing had happened. perrow Sir Wilfrid will spend the

ow Sir Wilfrid will spend the

mbers of the party are suffer-

rely from shock, but no one

y cut by glass and Hon. George aham had his knee slightly

viewed, Sir Wilfrid refused to

about the accident, but gave as-ces that he is not in the slightest ed as a result of the wreck. As as the train stopped here he was ae platform with Senator Gibson

book a stroll about the city. On hand he was the recipient of con-lations. Wires came in abund-and Sir Wilfrid had a busy hour

ain this morring, but Sir Wilfrid d reporters that Mr. Graham is

ARE SPREADING

MONTANA AND IDAHO

2,000 Men Fighting Flames

ne, Wash., Aug. 6.-More than

en are fighting forest fires to-

7 ithin Radius of 100 Miles

From Spokane

(Times Leased Wire.)

rted

raham did not leave

Arrival at Regina.

the company. Engi-

ediately restored.

him by

Battleford.

George V.

reporters

REST FIRES

IOUS LOSSES IN

or the orders

must

whole tour.

mon country."

cheering.)

Escape With

uises.

being and another that and the constitution of Canada is better than that of the Old Country. It may be that our system of appointing men to the senate is still faulty, but what I object to in the constitution of the Old Land is that people can be born into the House of Lords although he may have no fitness for the position. In the recent struggle some of the men who came to the door of the House of Lords did not know the way in and had never been there before. That was not a creditable spectacle. I am a good British subject, but I do not believe in people being made legislators because they are born into a House of Lords." (Prolonged cheering.) of the service," was his emphatic com-

To the United States settlers in Yel-low Grass Sir Wilfrid appealed to take Dealing with co-operative legislation part in the public life of their new home and in civic, provincial and Do-minion affairs. "Identify yourselves with one of the great parties under our Lloyd Harris last session was not system of government," he stated, adding with a smile: "It were better sideration. He anticipated its passage that you should become members of the wrong party than of no party at The Canadian Club tendered a lun

cheon to the visitors last night, at all." He was impressed with the great opportunities confronting American-Canadians. "Yours is the greatest of all patriotic privileges." he observed. "You owe much to the improved rela-tions between the land of your birth and of your birth and the land of your adoption. You completes his tour of Saskatchewan, can do much to weld the bond of union. and then crosses into Alberta.

Mayor Mor'ey-I must say, gentlemen, that I regret very much the lack of interest shown in this question by a majority of the members of the citizens' committee. I appointed twenty-five leading citizens, and there are only eleven here to-night. This does not look good. C. E. Todd-Well, I may say, Mr. Mayor, that there will be fewer still at the next meetings unless we get

on better. We have done nothing so far. These were five concluding remarks at the meeting of the civic water board held at the city hall Thursday, and they indicate pretty accurately the sum total of what was accomplished in the direction of solving the problem as to the source of Victoriz's future water

supply. J. J. Shallcross presented a report as chairman of the special committee ap-pointed at the last meeting to ascer-tain the figure at which the holdings of the Esquimalt Waterworks Company could be acquired, and John Meston, chairman of another committee, to se-cure additional information regarding scoke also presented a report

Sooke, also presented a report. These reports were in direct conflict. That of Mr. Shallcross set out that Goldstream was a good business propo-sition; that of Mr. Meston declared before the end of this year. that Sooke Lake was the only scheme that the people of Victoria should be

asked to entertain.

consists of Siemens-Martin mild steel main, average diameter 305 inches, thick-ness of shell for the entire length 5-16 inch for the straight pipes and 3-8 for the curved and special pipes. This main has a cepacity of 15,000,030 gallons per day with a fall of 22 feet per mile, leaving an avail-able head of 220 feet at a distance of 101 miles from the Japan guich reservor. The storage capacity at Goldstream can be increased to 221 million per day at a cost of \$250,000.

ALD. HUMBER

ON LEGAL ADVICE IS

TO TAKE THIS COURSE

lowing Corporation to Place

Earth on His Land

At the present time there are \$43 ser-vices connected with the Esonimalt waverworks system, as compared with the 12 m Jac

items such as the present cost of pump

before the end of this year. All of which is

(Sgd.) J. J. SHALLCROSS. A. M. BANNERMAN.

IN LYNN CANAL Goes Down After Striking Reef While En Route

PRINCESS MAY SINKS

From Skagway To Juneau--All of Passengers and Crew Saved.

(Times Leased Wire.)

Juneau, Alaska, Aug. 5.-The Canadian Pacific liner Princes, May, Captain John McLeod commanding, bound from Skagway to Victoria, sunk off Sentinel Island, in Lynn canal between here and Skagway, this morning.

The Princess May left Skagway at 8 o'clock last night and was due here at 4 o'clock this morning.

Shortly after midnight the naval station at Cordova picked up a distress message from the liner, the operator saying his ship was sinking.

Later, ships and wireless stations as far south as Astoria, Ore., reported the Princess May in distress, but none have received any details of the disaster.

It is believed all her passengers and crew have been landed. The ship cannot be far from shore and the water is not rough in

the canal to-day. All the ships in port here and at Skagway have gone to the aid of the May.

A message from Skagway states that eighty passengers are aboard.

The wireless operator here has been calling the Princess May all WILL RESIGN orning without result.

> This leads to the belief that the ship was deserted by the passengers and crew and has sunk. All Aboard Saved.

Juneau, Alaska, Aug. 5 .- (Later)-The steamer Princess May ran on a reef on Sentinel Island in the fog at 2 o'clock this morning Violated Municipal Laws by Al. and sank in two hours.

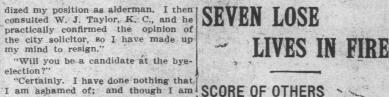
All the passengers and crew were taken off. The sea is calm.

(From Friday's Daily.) Ald. Russ Humber, representing Ward II., and chairman of the parks committee of the city council, has re-signed—or is about to resign—this ac-tion on his secti being due to the city.

signed—or is about to resign—this action on his part being due to the cir-cumstance that he has discovered that because of certain acts on his part he may be disqualified from serving at the council board should legal proceedings be taken against him: Ald Humber has had a tonnage of 1025 net and 1717 government by Hawthorne, Leslie & used in the business between Canton and Formosa when that island was part of the Chinese empire. After the has data tonnage of 1025 net and 1717 gross. Captain McLeod has been in com-mand of the steamer for a number of years and is generally looked upon as the best navigator on the coast. He Ald. Humber has had the matter under consideration for the past three weeks and only this morning reached a purchased by the Canadian Pacific. him as their marine god-father, and

weeks and only this morning reached a decision to tender his resignation, his legal adviser having urged him to take this course. In the bye-election which will ensue in Ward II. Ald, Humber all the time since. The Hating was commanded for a ardson; first mate, Arthur Slater; sec-number of years by Captain Gosses of ond mate, A. B. Robson; chief en-

this city, now pliot for the port of Nanaimo, and it was while he com-W. B. Roe; third engineer, J. A. Sullimanded her that she ran on the rocks van; fourth engineer, G. Grant; stew-in a fog at Lasqueti Island and tore ard, W. H. Rowlands; purser, M. C. her side open. In 1904 she was rebuilt Ironsides; freight clerk, V. W. Sort-by the B. C. Marine Railway Co., and well.



I am ashamed of; and though I am shamed of; and though I am suilty of a technical breach of the Mu-



