

The Times

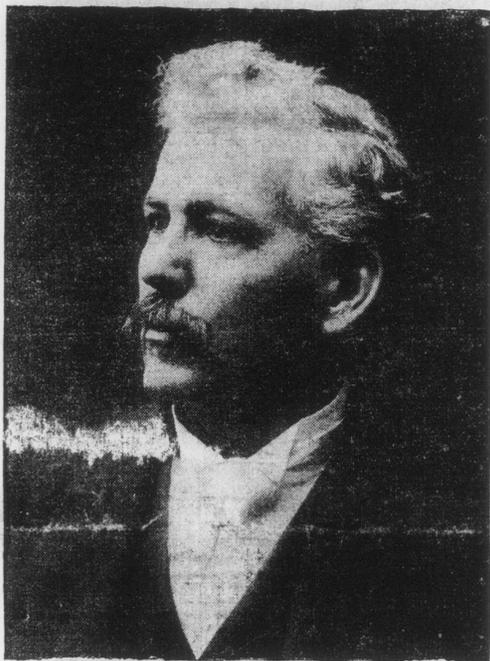
TWICE-A-WEEK EDITION
VICTORIA, B.C., FRIDAY FEBRUARY 9, 1906.

VOL. 85.

NO. 87.

HON. W. TEMPLEMAN SWORN IN TUESDAY

Takes Portfolio as Minister of Inland Revenue—Hon. L. P. Brodeur Succeeds the Late Hon. R. Prefontaine.



HON. W. TEMPLEMAN.

(From Tuesday's Daily.)

Ottawa, Feb. 6.—The cabinet changes took place this forenoon and the new ministers afterwards took their seats on the tariff commission.

Hon. L. P. Brodeur, Minister of Inland Revenue, was sworn in Minister of Marine and Fisheries in place of the late Hon. Raymond Prefontaine; and Hon. William Templeman was sworn in

Minister of Inland Revenue in the place of Hon. Mr. Brodeur.

The swearing in ceremony took place in the Governor-General's office at 10 o'clock this forenoon, there being present besides Lord Grey, Sir Wilfrid Laurier and Hon. C. Fitzpatrick.

It is likely that Hon. Mr. Templeman will throw up his senatorship and run for the city of Victoria, G. Riley, M.P., taking his place in the senate.

RUNAWAY TRAIN CAUSED WRECK

FOUR MEN KNOWN TO HAVE PERISHED

Rescuers Were Unable to Release Express Messenger Who Was Burned to Death in Debris.

Helena, Mont., Feb. 6.—A disastrous railroad wreck occurred last night shortly before midnight two and a half miles west of Helena. A runaway Northern Pacific freight train crashed into a passenger train on the same line, wrecked it completely, set fire to it and up to 3 o'clock this morning four persons whose identity is assured are known to be dead, with a probability that two more, whose names it is impossible to learn, may have been burned in the wreck.

The known dead are: J. N. Robinson, Missoula; Charles Brickley, conductor of passenger train; Y. J. A. Jessup, express messenger, and Foster Senegal, a merchant of Ellison. Brakeman Edward Brown was seriously injured, but not fatally.

The passenger train was standing at the Montana Central crossing when the engineer heard a sound behind him that warned him of danger. He started his train, but had gone only a few feet when the runaway crashed into the rear car.

There were but two cars in the passenger train, and these were smashed and thrown into the ditch. The engine did not leave the track, and Engineer Petty managed to keep ahead of the flying freight, which went about 500 feet after the collision before it, too, went off the track.

In a few minutes fire started, and for hours the cars and the lumber burned fiercely. The crash of the collision was heard by persons living in the vicinity, who immediately started for the wreck. They found the combination car on fire and pinned under a mass of wreckage was Messenger Jessup. He was conscious, and heroic efforts were made to release him from his situation, but the flames finally compelled the rescuers to withdraw. Jessup was still conscious, and struggled to release himself as the fire took hold of his limbs, but the effort was fruitless, and after a few screams of agony he became unconscious. Exposed to full view with blazing shingles all about him and his bed a mass of red hot coals, was the body of an unknown man. It was slowly consumed until all that was left was a charred and outstretched two stumps that a few hours before had been arms.

There are supposed to have been eight passengers on the train, of whom two are still unaccounted for.

HARRIMAN RAILWAYS.

Plans for Consolidation Reported to Be Complete—Merger Will Include Southern Pacific.

Chicago, Ill., Feb. 6.—The Tribune today says: "Plans for a consolidation of the Union Pacific system, will really form part of the combined lines. Instead of the Union Pacific Company taking control of the Illinois Central as has been reported, it is the Illinois Central which is to get control of the Union Pacific. This will be done through the purchase of the Union Pacific by means of an issue of collateral trust bonds."

"It was asserted positively yesterday that the plan which E. H. Harriman and the Illinois Central have been working on contemplates offering Union Pacific shareholders either \$175 or \$200 a share for Union Pacific stock in four per cent. guaranteed bonds, with the purchased stock of the Union Pacific as collateral security. The financial operation will be similar to that of the purchase of the Burlington by the Great Northern and Northern Pacific through a collateral trust bond issue. The deal will be handled through the Railroad Securities Company, which was organized in 1896 by E. H. Harriman and Illinois Central interests to purchase Illinois Central stock."

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The only inmate who escaped with her life was Ella Webster, who managed to get to a window and jumped from the second story to the ground. For a few minutes after striking the ground she was unconscious, and on recovering made her way to neighboring houses and gave the alarm. When the neighbors arrived the house was a pile of blazing and smoking debris and nothing but the charred bodies of the victims was left.

According to the statement of the survivor, the fire was caused by one of the younger children, who got up to start the fire in the chimney place and accidentally scattered coals on the floor.

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Captain of Every Steamer Wrecked on Pacific Coast in Three Years Was Fraudulently Naturalized.

Chicago, Ill., Feb. 6.—John E. Wilkie, chief of the United States secret service, said last night that the captain of every steamer which had been wrecked on the Pacific coast in the last three years, had been found to have been fraudulently naturalized.

The secret service bureau is working on fraudulent naturalization, principally in San Francisco and Philadelphia, and to some extent in New York.

"Under the law no man can become captain of an American ship unless he is an American citizen," said Chief Wilkie. "We found in San Francisco a number of Scandinavians who were captains, but not Americans. In Philadelphia the trouble was among the Italians. In New York we prosecuted one court clerk, who had been the fraudulent part of the business. A recommendation has been made to congress that the right to naturalize a man be given to a federal court exclusively, and I believe congress at the next session will establish a department of naturalization and take the power from the state authorities."

BRIEF TELEGRAMS.

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Archbishop Keane, of Dubuque, in a sermon in St. Patrick's church, Clinton, Ia., on Sunday, said that "The man who slights his work and gives his employer less than he agrees to give, is a thief, and any labor union that upholds him in this slighting of work is a school of thievery."

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ANXIETY SHOWN BY THE GOVERNMENT

Conservative Members of Kaien Island Committee Insist Upon E. V. Bodwell Being Called Before J. Anderson.

The inquiry into the Kaien Island land grant opened this morning in the ministers' room, parliament buildings. The committee was presided over by J. F. Garden, chairman of the select committee of the House appointed on the motion of J. A. Macdonald, Dr. Young, secretary of the committee; J. A. Macdonald, C. Munro and W. Ross, the other members of the committee, were present. Mrs. Blyth is acting stenographer of the proceedings.

The action of the Premier and the Conservative members of the committee made it perfectly evident that the government is not too anxious to have the fullest investigation. The Premier requested an adjournment in order that he could attend the sittings. W. R. Ross supplied the additional reasons for the desired adjournment by venturing the suggestion that J. Anderson should be the first witness of importance should stand aside in order to allow of E. V. Bodwell being heard. It was quite evident, therefore, that Mr. Anderson is not desired by the government to state what he knows of the transaction until Mr. Bodwell has outlined the general trend of it. The government's attempt to block the investigation until Mr. Bodwell is ready to give his evidence was very apparent, the true motives being revealed by the member for Fernie.

J. A. Macdonald wished to hear Mr. Anderson's version of the transaction, but the government members would have nothing of it, and by their votes declared themselves opposed to any other programme than that outlined.

When the proceedings opened this morning E. B. McKay, of the lands and works department, was the first witness called. Showing a map prepared by J. F. Blyth, of Kaien Island, and surrounding country, witness said it appeared to be an accurate map.

In answer to Mr. Macdonald he said that he could produce the official maps of the Kaien Island grants made by G. T. R. The first official information he had of the Kaien Island grant was when the crown grants were ordered to be prepared. He had knowledge of it by newspaper report before that. He could not remember any one making search in the office in connection with

the lands. The application came in a regular way to his department, where the draughting was done. His attention was called by Mr. Macdonald to lots on the mainland near to Kaien Island, numbered 449, 450, etc. Witness said that these were he thought taken up under South African scrip. The surveys in that neighborhood were made by J. F. Ritchie and others.

A request was at this point brought from Premier McBride that he would like the committee to adjourn until Thursday as he wished to attend the sittings and could not do so to-day as he had a deputation waiting upon him. W. R. Ross moved that the committee rise until Thursday morning.

J. A. Macdonald thought the request was not altogether unreasonable, but as the evidence would be extended the Premier would have an opportunity to re-use it. He thought it might be wise to go on to-day and take the evidence of J. Anderson, who was present, and then adjourn until Thursday.

Mr. Ross said that he thought it would be wise to take the evidence in the proper sequence of events. He therefore thought E. V. Bodwell, K.C., whose name had been prominently mentioned in connection with the transaction, should first be called. Mr. Bodwell would not be able to attend until Thursday.

Mr. Macdonald thought that if the sequence of events was to be followed, J. Anderson should be the first witness called. He had noticed by a report that Mr. Anderson was the first to have connection with the transaction. It was reported that he had formed the syndicate which had proceeded towards acquiring the lands on Kaien Island.

Mr. Ross moved that the committee rise until Thursday and that Mr. Bodwell then be called.

The amendment was lost, Messrs. Garden, Ross and Young voting against it, and Messrs. Macdonald and Munro for it.

The motion of Mr. Ross was then carried by the same vote, and the committee rose until 10 o'clock Thursday.

DOMINION DISPATCHES.

Many Farmers Coming to West—Laborer Killed by Collapse of a Derrick.

Winnipeg, Feb. 5.—An Owen Sound (Ont.) land syndicate have disposed of a large section of Saskatchewan and Alberta lands to New York and Ohio farmers, who will locate on it this spring. There are about 15,000 settlers assured for the West through this source alone.

Seeding in Progress.

Calgary, Feb. 5.—Seeding commenced to-day at several points in Southern Alberta, principally in the vicinity of Raymond.

Instantly Killed.

Keewatin, Ont., Feb. 5.—John Laute, employed as a laborer on the construction of the Keewatin flour mills here, was instantly killed this afternoon by the collapse of a derrick following the breaking of a goose neck. He leaves a wife and five little children.

New Record.

Wiaraton, Ont., Feb. 5.—The steamer Hodgson made a new record for navigation in Georgian Bay by taking a load of freight on Friday to Lion's Head, 23 miles north, returning on Sunday. This is the first time the bay was ever navigated in February.

Brooded Over Trouble.

Kingston, Feb. 5.—Nothing definite can be learned at the Bank of Montreal as to the cause of the suicide of Mr. Mackenzie. He had been in Montreal during the week, returning Friday. From his friends it was learned that whatever troubles existed in the bank were as to the management, and that everything would have come out satisfactorily in the end. It is understood that the deceased manager had some contrary to instructions in some matters, but nothing happened that would lead to arrest. Mackenzie took his trouble greatly to heart and brooded over it till his mind became affected.

Action Settled.

Toronto, Feb. 5.—The Toronto Railway Company has settled with the relatives of C. O. Lockwood, who was killed at the corner of Queen and Canal streets some months ago by a runaway car, Mrs. Lockwood receiving \$5,000 and costs of the action. The motorman of the car was tried at the assizes on a charge of being criminally responsible, but was acquitted, the jury holding that he was not to blame, but that the accident was due to the faulty condition of the car and rails.

Two Fires.

Montreal, Feb. 5.—Damages to the extent of \$10,000 were caused by a blaze which destroyed a large storehouse con-

tainig about 1,000 bales of raw cotton on the premises of the Merchants' Cotton Company, St. Ambrose street, Saturday night. The loss is covered by insurance. Costly dress materials and house furnishings were destroyed by a fire which originated in the establishment of Madame L. Harmon, 246 Bishop street, Saturday night. The loss is covered by insurance, together with damage done to the building, will amount to \$27,000.

INQUIRY AT SEATTLE

Into the Loss of the Valencia—Allison's Statements.

Seattle, Feb. 6.—Cornelius Allison, a survivor of the Valencia, was the first witness called at the reinvestigation of the wreck yesterday. Inspectors Whitney and Turner assumed their familiar attitude, either from force of habit or a determination to shield sailors of the Valencia from blame, and so save the Pacific Coast Steamship Company thousands of dollars. With the complaint which Allison had filed against the steamship company asking \$5,000 damages in his hand, Inspector Whitney went through the complaint where an attack was made against officers and crew of the Valencia. Inspector Whitney was attempted to convince Allison he was wrong. Allison attacked members of the crew for not being at their stations, and another discussion took place. Despite the fact that the inspectors tried their best to break down Allison's testimony, but he stuck to his statements.

The investigation will be resumed again on Thursday.

DESTROYED BY BOMB.

House Demolished and Many Persons Are Believed to Have Been Killed.

Berlin, Feb. 5.—The Anzeiger to-day printed a dispatch from Kattowitz, Prussian Silesia, stating that a private house at Salice, across the Russian frontier, has been destroyed by the explosion of a bomb.

The bodies of twelve persons caught in the ruins have been found, and it is believed that many others were killed.

REQUEST FOG SIGNAL.

Nanaimo, Feb. 6.—The city council last night decided to ask the government to place a fog signal at Protection Point for the safety and convenience of mariners.