Ltd.
STORE
of
STUMES
TH HATS
shown so far
T
d Makers make bread
; 6-loaf size, $2.50; 10-
00.
th decorated fronts, 4
1.00, $1.15, $1.25.
ins, fancy decorations;
hs, with oak finish, 3
$1.50, $1.75.
, two sizes, with oak
nd $1.00.
dry Soap, in 6-cake
.
h Boilers, with flat or
No. 8 and No. 9; $1.75
Steamers, splendid for
r meats, three sizes;
$1.35.
Sauce Pan, two in
.
GLOVES
of EVENING
y at its best.

GRESS IN SESSION.

n a Quorum, in Special
unds Are Voted.

15.—The extra session
led by President Palma
ne sitting the business
as summoned, namely,
e President Palma of
ers not already consti-
essed by the executive
the war, including the
priate any public lands
es, revoking appropria-
he preceding session of
er to permit the diver-
neys involved to prose-
nd authorizing increase
ards to 10,000 and the
0.
the former force of
d doubles the artillery.
, which were combined
bill, were passed by
e Liberals and Inde-
ning from voting and
tionalists voting with
ma submitted a brief
pally devoted to de-
duct of the opposition,
ed with the responsi-
g the rebellion.
contained no recom-
ond suggestions that
e all recent executive
such steps as may be
e for ending the war.
ate assembled, it was
necessary two-thirds
After the message and
been considered, Sen-
ral, and Senator San-
nt, called attention to
any attention of ob-
ss during a grave
nsisting that the dis-
e a matter of record.
Correoso asserted that
ary session a quorum
ry, and this view was
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of representatives only
t—two less than the
orum. The senate bill
by a party vote, and
also a resolution of
resident Palma was

15—General Rodriguez
1000 men encountered
and General Ashbert
bout the same number
Wajay.
nt claims the insurg-
rsed, while rebel and
say the government
en back and retreated.
returned to Havana
and his troops are en-
distance outside of the
ment lost three killed
nded. The insurgent

ter Report
15.—The government
a victory at a point
General Rodriguez,
ardsmen, attacked the
eral Del Castillo, Col.
costa, 1000 strong, at
south of Havana.
fight the rebels were
of their number were
wounded.
uez returned to Ha-
g. There is consid-
as to why the enemy

her Fight
is reported near
southwest of Havana.
et been received.
for Cuba
xas, Sept. 15.—An
ban government is
cavalry mounts and
at the rate of a car-
e horses are of a

The Semi-Weekly Colonist.

VOL. XLVIII., NO. 77 — VICTORIA, B. C., FRIDAY, SEPTEMBER 21, 1906. — FORTY-EIGHTH YEAR.

"THE FLYING SCOTCHMAN"

Comes to Grief---Left the Rails and Jumped a Bridge

HEAVY LOSS IS EXPECTED

Overseas Mail of the Canadian Pacific Is Popular at Home

LONDON, Sept. 20.—The crowded Scotch express train on the Great Northern Railway leaving London last night was wrecked outside of Grantham at midnight. Five bodies have been taken from the wreck already, and the loss of life is believed to be large.

The train should have stopped at Grantham, but failed to do so. Shortly after passing the station the train left the rails and jumped a bridge. The engine and several coaches were dashed over the embankment, the engine turning turtle. Several coaches immediately took fire. There are many passengers beneath the debris. Of ten extricated, five have since died. The number of lives lost is not known, but it is believed to be large. Many persons were injured.

At last accounts the coaches were still blazing and the fire brigade had been called out. The dead and injured as yet have not been identified.

At the spot where the express was derailed there is a curve, and it is supposed the breaks failed to work.

Overseas Mail Popular

Especial satisfaction is expressed here at the success of the Canadian Pacific Railway's Overseas Mail. The contract for the British mails to the Far East now seems assured, despite the reluctance of some members of the [illegible] expenditure of public money in this way. The British ministry is alive to the importance of this all-British route, in view of the Anglo-Japanese alliance.

Now Is the Armenians' Turn

Tiflis, Sept. 19.—According to a report received here from the governor-general of the Caucasus at Krivan, four Tartar villages in the district of Sangesur have been reduced to ashes by Armenians. The inhabitants of seven Armenian villages participated in the work of destruction, but fled before the arrival of troops. The Tartar residents of the devastated region who escaped massacre have fled the district. The bodies of the slain lie unburied among the ruins.

Anti-Jewish Outrages to Cease

Odessa, Sept. 19.—The president of the union of the Russian people today telegraphed to the Odessa committee of the organization that he had an interview with Premier Stolypin, who assured him the government would not permit further anti-Jewish excesses.

Bishop Missing Since Typhoon

Hongkong, Sept. 19.—Right Rev. Charles Hoar, Anglican Bishop of Victoria (Hongkong) was on board the yacht Pioneer, which stranded in Castle Peak Bay. Mrs. Hoar has gone in a government launch to search for the Bishop. No lives were lost in Kowloon Bay.

ROCK ISLAND TRAIN WRECKED.

A Number of Passengers Yet to Be Accounted For.

Guthrie, Okla., Sept. 18.—Eight persons are dead, twenty more or less injured and as many more missing as the result of the wrecking of a Rock Island passenger train three miles from Dover, Okla. at 8:30 o'clock this morning. The engine, tender, baggage and mail cars, smoking car and day coach of passenger train No. 12, northbound, left the high bridge that spans the Cimmaron river and plunged into the stream which is flanked by treacherous quicksands. The locomotive disappeared almost immediately. The mail and baggage clerks escaped from their cars and swam to the shore. The accident was due to driftwood piled against the bridge which swerved it out of line.

The train was an hour late and was running at high speed. The engineer did not see the condition of the bridge until he was within a few yards of it. He shouted to his fireman and jumped and landed on the verge of the river and escaped unhurt. The fireman sustained severe injuries.

When the engine struck the bridge, the structure collapsed, precipitating the engine, smoking car and day coach into the water. Two Pullmans remained on the track. The day coach lodged against a sand bank and the occupants were helped out through the doors and windows. The smoking car floated to a sand bar and four men were seen to clamber through the windows and pull themselves on top of the car calling loudly for help. Those on shore were unable to reach them on account of the high water and while they were begging for assistance a mass of driftwood swept them away.

The most authentic account places the number of passengers in the smoking car at between 25 and 30. With a few exceptions they have not been accounted for.

One man was found and fished out of the river at Cashion, twenty miles from the disaster. He was almost dead. Others have been reported floating down the river. The injured were hurried to Kingfisher where the residents have turned their homes into temporary hospitals.

TERRORS OF THE DEEP.

Steamer's Captain and Three Sailors Swept Away With Deckhouse.

Norfolk, Va., Sept. 19.—Captain T. J. Adams and three sailors were swept from the decks of the British tramp steamer Laura, which arrived here today, in the storm which ravaged the coast last Monday. The men who were lost were in the charthouse when a great wave carried the house overboard. Fred Gladstone, the second officer, was carried from his bunk where he lay ill from fever, to the deck where he directed the work of saving the ship. All the members of the crew are bruised from their awful experience.

SANTO DOMINGO IS UNEASY

And President Roosevelt May Soon Have to Write Another Letter.

Washington, D. C., Sept. 19.—Just as the Cuban insurrection appears to be on the point of a harmonious adjustment the United States government is confronted with a new outbreak in Santo Domingo. Commander Southerland, senior American naval officer in Dominican waters, reported to the navy that an insurrection is about to break out in Santo Domingo at any time. He says that the government has sent a force of 400 men to Monte Christo. The situation is declared to be acute. He fears that an uprising may take place. He requests that the Dixie, which is now in Cuban waters, be returned at once to Santo Domingo. When the advisability of withdrawing any of the naval forces from Dominican waters was discussed in case of a crisis in the Cuban revolt, a suggestion was made that it might give encouragement to the insurgents in that island. It was finally decided, however, that the Dominican government had matters well in hand, and that no change was to be apprehended with the present fleet of gunboats in those waters.

The official belief is that the agency that has been back of the Cuban insurrection may be responsible for the threatened uprising in Santo Domingo, or that the insurgents, not understanding the completeness of preparation by the United States to move an enormous fleet of battleships to land an army on Cuban soil, imagine that a revolt can be successfully conducted under cover of the Cuban operations.

The navy department will at once order a proper naval strength to Santo Domingo. The temper of the government will not brook any uprising in or about Cuba just at present.

AMERICAN MINISTERS ARRIVE IN CUBA

And Discuss the Situation With the Island President---Peace Prospects

HAVANA, Sept. 19.—The United States cruiser Desmoines, with Secretary Taft and Assistant Secretary of State Bacon on board, entered Havana harbor at seven o'clock this morning. The cruiser came from Florida at the moderate speed of eleven knots, in order not to arrive here before daylight. At half past eight the Captain of the Port conveyed Senor O'Farrell the Cuban secretary of state, and Mr. Sleeper, the U. C. charge d'affaires on board.

At the same hour, Commander Colwell came over from the cruiser Denver.

Messrs. Taft and Bacon had a long informal and private conference with Senor O'Farrell. Afterwards they talked with Commander Colwell and others. Secretary Taft said he had arranged tentatively to hold hearings at the home of the American minister, Mr. Morgan, in Marianao, but that no definite arrangements would be made until the formalities of today were over.

Just before ten o'clock the entire party landed, and proceeded to the palace, where Messrs. Taft and Bacon were presented to President Palma by Minister Morgan.

A fairly large crowd had assembled to witness the secretary's landing, but there was no demonstration. As the secretary of war stepped ashore, the Mayor and the councilmen of Havana, clad in black frock coats, advanced and delivered a formal welcome, to which Secretary Taft responded. The party thereupon entered automobiles and were driven to the Palace where Mr. Taft presented President Roosevelt's letter and expressed the hope that their visit would contribute to the establishment of peace. In reply to questions, President Palma reviewed the various aspects of the electoral system in Cuba. Asked whether the government had taken steps to effect a compromise, the President replied in the negative saying that the government had limited itself to assisting the efforts of the Veterans without taking any active part in the negotiations. Secretary Taft then asked if any revolutionary demands had been directly affected by these negotiations. President Palma replied that the programme of the revolutionists included the absolute annulment of the last elections, and that if by compromise it should be agreed to hold partial new elections he would no longer continue as executive, because his prestige would suffer, and to do so would be a drawback to a constitutional form a government. Referring to the efforts being made to bring about peace, President Palma said that he had left that matter to the political parties. On receipt of President Roosevelt's letter the government had limited itself to suspension of hostilities. The President added that in his judgment congress should pass an electoral law which would amply guarantee both parties; also a municipal election law under which elections would be held next January, the government to preserve strict neutrality.

CITY OF SEATTLE FAST ON ROCKS

Badly Stranded on Trial Island---Three Steamers Failed to Stir Vessel

WAS ON HER WAY HERE

Passengers Sent Ashore and Billeted at Local Hotels By Steamship Co.

STEAMER City of Seattle, Captain O'Brien, of the Pacific Coast Steamship Company, lies hard and fast on the rocky ledges of the east side of Trial Island, where she ran aground almost at full speed when on her way to Victoria from Seattle early yesterday morning, soon after 4 o'clock, and the combined efforts of two powerful ocean-going tugs and the wrecking steamer Salvor failed to float the vessel at high water last night.

The cause of the stranding is considered to have been the heavy set which carried the steamer from her course. There was little fog, though patches of haze were met with. The pilot was in charge. He saw the land but a few minutes before the vessel struck, and at once had the engines reversed and turned full speed astern, though without effect. As far as can be learned, the steamer is not seriously damaged, and with a continuance of fine weather, it is expected, she will be floated. She has about 400 tons of cargo on board, and more of this will have to be lightered. About 100 tons only had been put out when the vain attempt was made to pull the steamer off at high water last night. The wrecking steamer Salvor had put a line on the stranded vessel, and the Pioneer and Pilot both pulled as well, but the vessel was not budged.

More of the cargo will be put out on scows and another attempt will be made at high water tomorrow afternoon, at about 5 p. m.

The passengers, 39 in number, who had remained on board during the day, were brought ashore after the attempt to float the steamer last night had failed, and they were billeted at local hotels by the Pacific Coast Steamship Company, 15 being sent to the Dallas, 13 to the Driard and 11 to the Queens.

The vessel is resting easy, and not leaking. She lies very near where the Tees stranded some years ago.

The steamer City of Seattle went ashore at 4:15 a. m., when en route from Seattle to Victoria to embark more passengers for Alaska. Capt. O'Brien was below the pilot, Capt. Gray, being in charge. The night was dark, with patches of haze, but with no heavy fog in evidence other than between Trial island and Victoria. Those who arrived here at 5 a. m. from Ladysmith on the Weir steamer Elleric reported that the weather had been clear from Ladysmith until after Trial island was passed when thick weather was encountered. The fog alarm on Trial island was not sounding; and the bell on Brotchie ledge was not ringing.

Capt. O'Brien said to a Colonist reporter yesterday morning that he had given orders when he turned in that he was to be called when the steamer passed Discovery island. The light on that island was seen plain and the master says no fog was reported then. He began to dress, and while getting into his trousers heard the clang of the engine room bell ringing a "stand by" signal. The third officer came in and Capt. O'Brien said: "I guess we must be up to Trial island. Then he heard the signal ring in the engine room to back at full speed. He rushed out and to the pilot house. The land was showing clear ahead, and the steamer vibrated with the shock of the sudden reversal of the engines. "My God! we're on Trial island," the master shouted, and he clutched the telegraph handle to ring again for full speed astern. Then the steamer struck. She grated over the rocky ledge and brought up suddenly with a thud which awoke all on board, and told their waking senses that the steamer was ashore. There was no fog seen then, and the light on Brotchie ledge was seen in the distance over the low-lying portion of the islands. The engines were again reversed but the steamer was not moved. She was fast. The tide was almost at the flood; high water was at 5:10 a. m. The purser was sent ashore by one of the steamer's boats to notify the local agents, R. P. Rithet & Co., and the wrecking steamers Salvor and Maude of the British Columbia Salvage company and the tug Pilot, which was the first vessel to reach the scene were sent to the assistance. Later the tug Pioneer was also sent. Mr. Mackenzie, the Seattle agent and Mr. W. P. Allan being on board.

The City of Seattle was resting easy when the wrecking vessels reached her. Lines had been run from the forward masts to kedge anchors off the bow on either side among the reefs. The vessel was listed slightly to starboard, held on a sloping ledge, seemingly comparatively flat. The holds were sounded and it was found the hull had not been penetrated; the steamer was not leaking. There was at least four fathoms of water just beyond the point of contact with the ledge on the starboard side. The vessel lies about head on to the shore and the falling tide did not gravely affect her position.

The steamer Maude was brought alongside shortly before noon and work commenced to lighten part of the cargo from the forward holds to lighten the steamer for the attempt to float her. Work proceeded rapidly. The tug Pilot which had been standing by ready to put a hawser on board when the tide rose had meanwhile been sent to Victoria for a scow to lighten freight and meanwhile the steamer Salvor stood by with her launches plying between her and the steamer. Capt. J. G. Cox, Lloyd's agent went out on board the Salvor with Mr. H. F. Bullen.

The Indianapolis brought Mr. Mackenzie, the Seattle agent of the Pacific Coast Steamship company and he and Mr. W. P. Allan went out by the tug Pioneer.

The passengers of the stranded steamer were kept on board the vessel yesterday. They were restive, being anxious to get to Victoria, but were passing the time well. The piano in the social hall was busily played, everything from ragtime to grand opera being used to cheer the monotony. There are a goodly number of passengers on board bound to Alaska from various points, about forty in all.

Trial island, the scene of the stranding of the City of Seattle, was the scene of a fatal wreck about twelve years ago or thereabouts when the tug Velos which was bound north with the barge Pilot for a cargo of stone from Haddington island for the government buildings was wrecked and four of those on board were drowned, among them being Mr. Adams, one of the contractors for the parliament buildings. Capt. Andrew Christensen, master of the tug Czar was one of those who escaped; he clambered hand over hand along a hawser. Among the vessels stranded on Trial island were the steamer Tees and the ship Santa Clara, which drifted on to the rocks on the opposite side of the island after dragging her anchors during a heavy gale of Christmas night, 1901. The tug Mystery which was to have towed her off was considered responsible by the Alaska Packers' association, owners of the Santa Clara, they claiming the vessel lifted her anchor and went ashore because of the negligence of the tug. Several costly trials were held in consequence, in which the suit brought against the tug was dismissed.

The steamer City of Seattle which drove ashore yesterday morning, when running at her usual speed, is one of the best known of the Alaska liners of the Pacific Coast Steamship company. The steamer was bought by Capt. Roberts, Engineer Lent and associates at Philadelphia for the Alaskan trade during the palmy days of the Klondike rush and the venture was a paying one. The vessel was afterward taken over by the Alaska Steamship company when that corporation was formed and later sold to the Pacific Coast Steamship company. She was built at Philadelphia under orders from D. B. Jackson, and was completed in May, 1890, at a cost of $225,000. She has a steel hull with large house and her dimensions are as follows: Length, 240 feet; beam, 40 feet, and hold 15 feet; her net tonnage being 912.

A lighthouse and fog station was constructed recently on Trial island, the fog alarm having been placed in service during the recent foggy weather from mid-August last, but the light has not yet been established. Mr. H. S. O'Kell was given charge of the station by the department of marine and fisheries and he recently took charge of his post.

The cargo will be taken out today and another attempt made at high tide to float the ship.

METHODIST CONFERENCE COMING TO VICTORIA

New and Aggressive Policy Advocated By the Committee on Missions

MONTREAL, Sept. 19.—The general conference of the Methodist church by a practically unanimous vote adopted the recommendations of the committee which was reported yesterday. This secured for the city of Victoria the next session of the general conference, which will meet in 1910.

The conference always lasts for two or three weeks, and will mean that at least 1000 persons will visit the city. The only proviso is that relating to transportation rates. If these are deemed reasonable by the special committee of the conference, Victoria will have the next conference.

A resolution introduced by Rev. Dr. Sutherland advocating an increase of ministers' salaries and appointing a commission to investigate them, to report four years hence, was lost by one vote. The conference was evidently of the opinion that the increase was needed much sooner than that, and that the facts were apparent that the rank and file of the Methodist ministry were not receiving a sufficient salary to secure a comfortable living.

The committee on missions startled the conference by its revolutionary report. C. B. Keenleyside of London read the report. Its adoption was moved by Newton Rowell, K. C., of Toronto, in the most eloquent address so far delivered on the conference floor. He advocated the adoption of a thoroughly new and aggressive policy and management. Instead of a general secretary, two secretaries, with an assistant for each, was advocated, and the division of the work into two great departments—home and foreign. He also urged the appointment of two additional field secretaries to organize the laity of the church on lines of missionary responsibility and support. His declaration that within the next four years Canada would have at least an additional one million new population was based on the fact that 150,000 a year were now coming. His eloquent reference to the size, rapid development and possibilities of British Columbia were delightful to those from that province. The tremendous strides in population and wealth of the northwest provinces, of New Ontario and of the great cities of the East demanded immediate attention from the church if the Dominion were to be saved from the materialism and indifference and doubt of modern days. Mr. Rowell spoke for an hour, and on the conclusion of his masterly address received an ovation.

WELDON WILL MAKE LIVELY

Times For Mr. Fielding in the Queens-Shelbourne Bye-Election

JAPANESE ARE THANKFUL

Intercolonial Preference Mix-up--News Notes of the Dominion

OTTAWA, Sept. 20.—There is a prospect of one of the liveliest election contests in Queens-Shelburne that has taken place in Canada for some years. The Conservative nomination convention will be held at Liverpool the first week in October, at which the nomination will be unanimously tendered to Prof. R. C. Weldon, Dean of Halifax Law school. Dr. Weldon has been approached by prominent Conservatives of the riding and has intimated his willingness to contest the seat, but on the express stipulation that the election must be a clean one. Dr. Weldon was formerly member for Albert, N. B., and his retirement from politics was regarded as a distinct loss to the public. He will certainly make matters lively for Mr. Fielding.

Sir Claude MacDonald, ambassador at Tokio, has forwarded to the governor-general a copy of a letter which he received from the authorities in the famine-stricken district of eastern Japan. It is dated Fujashima prefecture, May 20th, and reads as follows: "The large amount of barley flour which the Canadian government has in such a generous manner contributed towards the relief of sufferers by famine in northeastern districts of Japan, has been from time to time distributed amongst wards and villages, and the recipients of this relief have on each occasion expressed their feeling of deep gratitude towards the generous donors. Owing to the state of confusion which exists we have been most remiss in our thanks, but we now beg on behalf of all people of the wards and villages to express our most heartfelt thanks. We have the honor to request that Your Excellency will be kind enough to convey this expression of our feelings to the Canadian government."

The communication is signed by the heads of sixteen villages.

Intercolonial Preference Mix-up

The government has made a beautiful mess of its negotiations with Australia for a reciprocal trade arrangement. Owing to the unbusinesslike methods of the administration, and due to the fact that Canada is not included with Great Britain and New Zealand in the new reciprocity scheme of the commonwealth parliament, as already pointed out, the increased tariff strikes very severely at Canada inasmuch as agricultural implements, upon which the duties have been greatly increased, are chiefly imported from the Dominion. In reply to the Dominion offer made last spring Premier Deakin wrote asking for further information and somehow or otherwise letters were pigeon-holed here. It had been the intention to instruct D. H. Ross, commercial agent at Melbourne, to get into close touch with Premier Deakin, but by some oversight this was neglected until a fortnight ago when it is stated, a cablegram was received from Mr. Ross intimating that the Commonwealth government was very much annoyed at the cavalier manner in which it had been treated. Of course the discourtesy will be now remedied, but it will certainly not create a favorable impression at the antipodes as to the methods of business of the Dominion government.

Representative at Washington

For many years past the suggestion has been made that Canada should be represented by an attache at the British embassy at Washington. The necessity of this was recently expressed by the President of the United States. When Mr. Roosevelt was addressing the Canadian section of the waterways commission at Washington he spoke of the roundabout way in which he was forced to communicate with Canada's prime minister and government and asked why it was that Canada was not represented by an attache at the British embassy. The President was afraid that the invitation to go to Washington would not have been received in time by the commission at Ottawa because it had to go by way of London. However, an unofficial message sending an intimation of the meeting came to hand and was accepted.

It has always been regarded here that something in line of what the President of the United States suggests should be done so as to save much valuable time, but this is the first public intimation that the United States government would welcome it.

In June last the United States made an appropriation for a commission to consider the St. John river disputes. Canada was informed of what was doing through the international water-ways commission, and put an estimate through parliament for a similar commission. The action taken by the United States in June was officially received here from the colonial office a couple of weeks ago, months after the whole matter had been disposed of.

Monster Odd Fellows' Procession

Toronto, Sept. 20.—Ten thousand members of the Independent Order of Oddfellows marched in a monster procession through the streets yesterday, and for almost four hours, nearly the entire business of the city was tied up. Such a pageant has never before been seen here, and it was a striking illustration of the growth of the order. Many thousands of visitors from cities and towns of the province arrived during the day to witness the unique sight. The streets through which the procession passed were absolutely packed with spectators, and there was a continuous roll of cheers from one end of the route to the other.

Finances of the Foresters

Dr. Oronhyathekha continued his evidence before the Insurance commission yesterday afternoon. He said that since 1886, when the Order first came under the jurisdiction of the insurance department by virtue of the act of that year, there had been steady and constant pressure by the department which refused to allow any increase in the deficit. The annual deficit for the past four 1903, $88,000; 1904, $45,000; 1905, $85,- years was as follows: 1902, $1[illegible]; 000. This year he was informed there would be no deficit, it having been arranged to pay off so much yearly.

Cost of Supreme Court Sitting

Meetings of the Supreme court were admitted to be very expensive. The cost of the Supreme court meetings in 1895 at London, England has been $71,-857.56; at Toronto in 1898, $32,843.34; in 1902 at Los Angeles, Cal., $88,871.-69 and at Atlanta City in 1905, $39,-767.12, or a total of $233,339 for four meetings. It has been decided in the interests of economy to meet permanently in Toronto in future, and a proportionate amount was being set aside each year to cover the cost of those meetings.

Salaries Raised

Mr. Shepley, government counsel, next took up the question of salaries from 1896. Dr. Oronhyatekha received $10,000 a year until the Supreme court at Atlantic City, without a dissenting voice, raised it to $15,000. Supreme secretary McGillivray's salary was raised from $6,000 to $7,000 at Atlantic City meeting. Supreme Treasurer Collins, who in 1896 received $2,000 to $2,500 from 1899 to 1904, was also increased to $7,000 at Atlantic City, as was also the salary of Dr. Millman, supreme physician, from $6,000 to $7,000.

TO SUE ENGLISH COMPANIES.

San Francisco, Sept. 20.—The Examiner says today that the Sharon estate, Parrett estate and California Wine association have decided to combine in a $500,000 suit against the British insurance companies which by reason of an earthquake clause in their policies are refusing to settle their San Francisco losses in full. The companies referred to include the Commercial Union Alliance, Palatine and Norwich Union, added to these are the Indemnity and Williamburg City of this county whose policies contain the same provision purporting to exempt them from liability for loss caused by earthquake.

TWELVE PERSONS DEAD, SEVENTEEN ARE INJURED

In the Scotch Express Wreck---No Compensation For Moscow Riot Losses

LONDON, Sept. 21.—Twelve persons are ksown to be dead and seventeen injured in the wreck of the Scotch express on the Great Northern railway at Grantham yesterday morning, but it was stated last night that there are other bodies under the wreck which has not yet been cleared away.

The cause of the disaster is still a mystery as the engineer and fireman were both killed.

Audience Postponed

Constantinople, Sept. 20.—The audience of John J. Leishman, the American ambassador, with the Sultan, has been postponed until September 28th.

It was announced from Constantinople last week that Mr. Leishman's audience had been fixed for September 21st Mr. Leishman has not yet been received by the Sultan since congress raised the diplomatic post at Constantinople to the grade of an embassay. Consequently he has not yet been accorded the official recognition due his new rank, for which he has been waiting several months. The situation arising from this course of action by Turkey is not without its seriousness, it even having been suggested in some quarters that an American squadron might make a demonstration in Turkish waters if the Sultan persists in putting off the audience with the new American ambassador.

SPANISH CABINET CRISIS OVER.

Liberal Faction in the Government Seem to Be Victorious.

Madrid, Sept. 20.—The threatened cabinet crisis is regarded as virtually over, although the exact nature of the disciplinary action which the government will take against the Bishop of Tuy for his pastoral letter denying the civil marriage law has not been announced. It is evident that the Liberal faction of the cabinet, headed by Count Romanenes, minister of justice, has been victorious. The assembling of the Cortes has been fixed for October 20th or 22nd.

IN THE FURY OF THE GALE.

Steamer Moro Castle Had a Terrible Experience off Hatteras.

Havana, Sept. 20.—The Ward liner Moro Castle entered port last night after a terrible experience in a tornado off Cape Hatteras, in which she was damaged and had a narrow escape from foundering. The passengers were greatly terrified but the ship's crew showed excelent discipline. The ship was headed to windward but was driven 50 miles out of her course. One of the quartermasters was swept from the bridge and drowned.

THE FISHERIES COMMISSIONERS

Have Reached a Joint Conclusion on Question of Salmon Preservation

TEN MILLION DOLLARS

Ready For Car Building if Lumber Available---Adulterated Milk

VANCOUVER, Sept. 20.—Professor Prince, chairman of the fisheries commission, stated today that as a result of the conference with the commissioners of the state of Washington, they would prepare an interim report of the proceedings and conclusions reached, in order that it may be placed before the House of Commons when it meets next month.

The American commissioners will also prepare a report to submit to the legislature of the state of Washington when it meets in December.

Professor Prince expressed himself strongly of the opinion that if the Skeena River fisheries are to be preserved, action must be taken to destroy the barricades erected by the Indians over the Babine and other tributary streams.

Railway President Leaves

Sir Thomas Shaughnessey left for the East this afternoon. This morning he held a conference with local lumbermen and discussed the question of shortage of freight cars. He said the shops near Montreal were turning out a freight car every 35 minutes, and the company would put $10,000,000 into cars if they could only get the lumber. He promised that the traffic department would make every effort to supply the demand and relieve the present congestion of freight.

Adulterated Milk

A milkman named Jones, from Lulu Island, was fined $100 by Stipendiary Magistrate Alexander today for putting sodium carbonate in his milk. The magistrate said he would make it imprisonment next time.

Era in Bank Clearings

An era in bank clearings was reached today, when the figures for the week passed the three million dollar mark for the first time, with the grand total of $3,246,208. This is over a million larger than the figures for the same week last year, and is $295,233 more than any previous week.

BANK OF COMMERCE ROBBED.

Kinistino, Sask., Sept. 20.—There is as yet no clue to the burglars who robbed the Bank of Commerce here last night and attempted to murder the manager when he interrupted them. His face was scorched by powder, but otherwise he is unhurt. Mounted police are on the trail of the robbers.

NOTED BAPTIST ELEVATED.

Chicago, Sept. 20.—Rev. Dr. Johnson Myers, the foe of liquor law and brewers, and the pastor of Manuel Baptist church here, will leave Chicago on October 1st to become general evangelist of the Baptist church in America, and will devote his time to traveling. He was chosen for the honor, one of the highest to be conferred by his church, at a general council last August, but did not decide to accept until yesterday.

Dr. Myers was born in Kingston, N. Y., in 1860. His brother, Rev. Cortland Myers, is pastor of the Temple Baptist church in Brooklyn.

CARELESS MAN, BAD BOY.

Port Arthur, Ont., Sept. 20.—A premature explosion of dynamite occurred this noon through the curiosity of a boy and girl, and two men were badly injured. One of the men suffered a badly lacerated and broken arm. A hole in some rock which is being blasted out on Wilson street had been charged with dynamite. While the logs were being placed over the hole the wires were attached, and the man who had charged away from the instrument. The men away from the instrument. The mes were adjusting the tie chains around the logs when a boy and girl happened along. The girl caught hold of the handle and raised it up, then the boy shoved it down again and logs and stone went flying. Two men and two boys were struck by flying material but not seriously injured. The youngster who were responsible for the mischief fled.

NO COMPENSATION COMING.

St. Petersburg, Sept. 20.—The administration after several weeks' consideration has determined against granting compensation for the foreign property destroyed during the Moscow revolt. The claims arising from this cause amounted to $825,000. A deputation of Jews was to have visited M. Stolypin and referred to the predictions of an anti-Jewish attack at Warsaw, which are being circulated in the Russian and foreign press, was informed by the premier that according to reports from General Staalon there was not the slightest reason to expect excesses or disorders, nevertheless he ordered that all necessary measures be taken to prevent an outbreak. The premier expressed the hope, and said he was confident, that Siedlce would end the history of anti-Jewish disorders.

In revenge for the execution of Zendie Konpliasikovo, the assassin of General Minister, the social revolutionists are sending broadcast a violent manifesto directed against Emperor Nicholas and vowing to remove one after another of "the props of the cowardly, murderous autocracy."