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VOL. L. NO. 393.

# HEAVY TOLL IN HUMAN LIVES

## Four Dead and Three Likely to Die as Result of Sixth Contest for Vanderbilt Cup on Long Island Course

### SERIOUS INJURIES TO MANY OTHERS

Occupants of Cars and Spectators Furnish Equal Numbers of Victims—Some Sensational Accidents

LONG ISLAND MOTOR PARK, N.Y., Oct. 1.—Four dead and 19 seriously injured, three probably fatally, was the price in human flesh paid today for the sixth running of the Vanderbilt cup race.

The killed: Matthew R. Bacon, mechanic for Harold Stone, killed when Columbia car No. 12 plunged over the bridge spanning Westbury road.

Charles Miller, mechanic for Louis Chevrolet, killed when Chevrolet's car left the course and struck a touring car.

Ferdinand D'Subia, New York manager of the Pope-Hartford company, killed in an early morning smash-up on the way to the race.

Ed Lynch, run down and fatally injured after the race, died tonight.

The injured: Harold A. Stone, driver of the Columbus car, both legs broken, internal injuries, may die.

Mrs. Ferdinand D'Subia, both legs broken, condition critical.

Wm. Kappeler, driver of a Buick car, broken leg.

W. Padua, driver of a Buick car, broken arm.

Louis Chevrolet, driver of Marquette-Buick, left arm broken.

James Nelson, mechanic for Arthur Chevrolet, leg broken.

The Miller, struck by a Pope-Hartford car, fractured, injured internally, may die.

C. M. Kitzell, mechanic car No. 27, shock and contusion.

Frank Topplia, hurt in early morning smash-up, will recover.

Charles Gommucot, the Topplia chauffeur, bruised.

Henry Hagendorn, spectator, hit by Dawson's car, condition serious.

Morris Levinson, spectator, struck by Kappeler's car, leg broken.

Cornell Reid, spectator, leg broken.

Mrs. Gustav Meitmann, spectator, cut and bruised.

Mrs. Lillian Ross, arm broken.

Mrs. Martha Ross, cut and bruised.

J. Cook, scalp wound.

W. Patton, knocked unconscious by flying tire.

Thomas Summers and M. Brown, injured in the D'Subia accident.

### Sensational Accidents

The accidents that caused two of the four deaths were sensational in the extreme. The first occurred when the Columbia car, driven by Harold Stone, suddenly burst a tire at the approach of the cement bridge crossing the Westbury road, and becoming unmanageable plunged over the bridge. The great machine went over twice in mid-air and landed on its side, crushing the life of Matthew R. Bacon, Stone's mechanic, who was caught under it. Stone himself sustained the fractures of both legs and internal injuries from which it is doubtful if he will recover.

The killing of Louis Chevrolet's mechanic, Charles Miller, came at the climax of a mad attempt of Chevrolet to regain a lead lost through frequent misgivings and fire troubles. The daring Frenchman, who earlier in the race had reeled off round after round at 75 miles an hour, struck a bad rut while going with full power and landed the driver of the three wheels only. He then found the car zigzagging from side to side unresponsive to his steering gear. Amid the shrieks of horror of the hundreds assembled at the spot the car ploughed into the fence and swept it away like much paper, then ploughed down upon the passenger-laden touring car. The occupants of the touring car were tossed high in the air, but all of them escaped death. Miller was caught in the wreckage and instantly killed. Chevrolet owed his life to the stanchness of his steering wheel, upon which he kept a firm hold to the end. His body was pulled out of the debris with nothing more than a broken arm.

The third death of the day did not occur on the course, but in an accident en route to the race. Ferdinand D'Subia, an automobile man, was the victim. His wife was seriously injured, both legs being broken in the smash-up.

### Class Finish

The race was won by Harry Grant driving a 120 horse-power Alco. Grant, who distinguished himself last year by finishing first in the fifth Vanderbilt cup race, won today's event from Joe Dawson, driver of a Marmon, by the narrow margin of 25 seconds. John Aitken, in the National, was only a minute and six seconds behind Dawson.

The race was the most closely con-

# SLAUGHTERED BY DYNAMITERS

## Many Lives Blotted Out and Score of People Are Hurt Through Destruction of Los Angeles Times Building

### EXPLOSION AND FIRE DO COMPLETE WORK

Search of Ruins for Bodies—Excitement Added to Attempts to Destroy Two Residences With Dynamite

LOS ANGELES, Oct. 1.—A tremendous explosion at 1 o'clock this morning, resulting within two hours in the total destruction of the six-story building occupied by the Los Angeles Times, the almost certain loss of 13 lives, the injury of more than a score of others and the financial loss of half a million dollars, followed by the finding of a dynamite bomb at 9:15, under the residence of F. J. Zeehandelaar, secretary of the laborers' and manufacturers' association, and of another later in the day under the window of the residence of General Harrison Gray Oils, editor-in-chief of the Times, have kept this city in a ferment of excitement and made the day one of sensational and tragic events.

Within a minute of the explosion the Times office, the instantaneous lightning of gas from pipes through the building caused flames to dart from a hundred windows and leap far above the roof. The force was greatest in the heart of the building, directly under the composing room. Men working there were thrown to the floor and the typewriter machine, tumbled over the edge of the building at the time, half a hundred others having left within five minutes.

The widening up of work for the first edition. Leaping for Life

The scenes that followed were indescribable. Men cut off their nails by the flames darting from every side, rushed hither and thither, looking for means of escape; and were forced finally to descend from second and third story windows to the street below. Most of the serious injuries were the results of these leaps for life.

Even these opportunities of escape were denied to those who are buried under the ruins. They were crushed under the weight of the crumbling walls, or suffocated by the smoke and flames.

The Times got out its regular edition today, printed on its auxiliary plant, provided, its management says, a safeguard against just such a disaster as has been enacted. In this issue it charged the labor unions, against whom it has waged bitter warfare for 23 years, with responsibility for the destruction of its plant, and the consequent loss of life and property. The officials of the various unions have been prompt to disavow responsibility, and to offer their assistance in the detection of the perpetrators.

Bombs for Houses

The city had hardly awakened to a knowledge of the fullness of the disaster when the news that a dynamite bomb had been found under the house of Felix Zeehandelaar swelled the excitement. The bomb, one of the clock-work kind, had been timed to go off at the exact moment that the explosion occurred in the Times building, but through some flaw in its mechanism had failed to explode on time.

The discovery of the bomb at the residence of General Oils, opposite Westlake park. Chief of Police Calloway sent detectives to the house to make an investigation. Detective Rico, one of the men detailed, was searching around the house, when he came upon a new leather suitcase of large size lying hidden behind a vine which draped the drawing-room window. After finding the bomb, Rico called up the police station and Chief Calloway left immediately in his auto to make a personal investigation. When he arrived the suitcase was lying on the sidewalk, and he suggested placing it in his automobile at once, and taking it to the station. Rico demurred. "He thought that would be too dangerous, and insisted on opening the suitcase on the spot. The detective then drew out a big jackknife and drove it into the side of the case. At once there was heard a hissing sound inside, and the detective declared afterward that a small curl of smoke issued from the case.

Great Destructive Power

Exactly the Chief ordered the internal machine, rushed over to the park, where its explosion could do comparatively little damage. Rico and Pocken picked it up and dashed across the street, flung it down they sped

# COTTON TRADE OUTLOOK BAD

## Not Much Hope of Lancashire Mill Owners and Operatives Reaching a Settlement of Their Disputes

### BOARD OF TRADE OFFICIAL AT WORK

If Threatened Lockout Materializes a Host of Workers Will be Affected and Industry Paralyzed

MANCHESTER, Eng., Sept. 30.—George Hankin, Asquith, controller of the labor and statistical department of the British board of trade, is busily interviewing prominent persons on both sides of the dispute until midnight in a last desperate effort to stave off a war in the cotton trade, but there is only the slenderest hope that he will succeed.

A lookout by the cotton mill owners should affect 130,000 operatives, and should the conflict be prolonged, it eventually would involve 250,000 other operatives in the dependent industries, and indirectly affect the whole industrial population of Lancashire.

The present trouble arose out of the dispute between the owners of the Fern mill at Oldham and their employees, who objected to proposed changes in the working arrangements of the mill. Several vain efforts have been made to bring about arbitration or settlement by other means.

# HAMILTON'S TREIFTS

## State of Washington Accuses Him of Having Stolen in All \$37,422

SEATTLE, Oct. 1.—The State of Washington officially reprimanded the theft of former Adjutant General Curtis Hamilton as amounting to \$37,422, in its complaint against the National Surety Co., filed in the superior court today, and makes the charge that not only did Hamilton rob the state, but looted also the funds of the Red Cross and robbed J. A. Drain, his predecessor.

The action is brought against Hamilton, now in the penitentiary, and the National Surety Co. which bound itself in the sum of \$20,000 for Hamilton's faithful performance of duty. Hamilton's pecuniary affairs are listed by the state as follows: From the state of Washington, \$37,000; from J. A. Drain, former adjutant general, \$419; from sale of quartermaster's stores, \$141; from Red Cross funds, \$28; from sale of rifles and ammunition, \$79.

Due to Political Animus

OTTAWA, Oct. 1.—R. G. Cooke, of the accounts branch of the printing bureau, has been dismissed. When the purchasing frauds were under investigation, which led to the flight and suicide of Frank Gouldthrie, controller of stationery, Cooke was suspended for two months. The period expired yesterday, and he was notified that his suspension had been made permanent. There is said to be political animus at work in his case. He was appointed when the Conservatives were in office.

# GERMANS EXULT

## Claim Superiority Over England in the Matter of Up-to-Date Dry Docks

BERLIN, Sept. 30.—The official North German Gazette gives prominence to a bulletin of the German Navy League proudly proclaiming German superiority in the matter of up-to-date dry docks, and British naval powers in the number of docks she possesses capable of accommodating war-ships of Dreadnought proportions.

"Germany," states the bulletin, "relatively leads in this department of naval activity, the importance of which cannot be overestimated in time of peace, is of extraordinary magnitude in case of war. The German navy possesses a complete dry dock capable of taking the largest vessel—two at Kiel and three at Wilhelmshaven. A floating dock of a capacity of 40,000 tons is under construction at the Howaldt works at Kiel. In addition to these admiralty docks there are the privately owned Kaiser Dock at Bremerhaven and the Blohm and Voess 35,000 ton floating dock at Hamburg. There are also under construction a second dock at Bremerhaven and a 30,000 ton floating dock at the new Vulkan works at Hamburg.

"The British navy possesses in home waters only one single war harbor with adequate docking facilities for Dreadnoughts—namely, Devonport, which has three large docks. The only other admiralty dock capable of receiving a Dreadnought is at Portsmouth. True there are seven private docks, but with the single exception of Heber's at the east coast, all are in the industrial and navigation centres of the north, so that the Channel, and especially the east coast, are comparatively unprovided with adequate dry docks (Hullbowline, Portsmouth, and two at Rosyth on the east coast) and a large dry dock is planned at the mouth of the Humber."

# FINAL DAY OF EXHIBITION

## Less Than Thirty Thousand People Paid Admissions During the Course of Victoria's Best Fair

### CLOSING PROGRAMME THE MOST INTERESTING

Evolution of Cadets and Scout Proved Highly Entertaining Feature—Broncho Busting Results

After the stock parade Saturday afternoon the entertainment programme of the grass opposite the exhibition grounds was marked by the appearance of the cadets and scouts of Victoria. They formed outside the gates and marched into the fair areas with their band playing, their drums beating and with such an inspiring military air as to hold the attention of those assembled and draw forth involuntary outbursts of applause.

Parading before the Grand Stand the uniformed lads received another ovation. On the grass opposite the track, and under the observing and critical eyes of Lt.-Col. Currie, Lt.-Col. Hall and other officers, they were put through infantry, engineering and other tests. The boys did exceedingly well. They were able to give satisfaction to those who watched for the purpose of judging and to entertain the public in a marked degree. There were squads from both the University and High school. Between these two the rivalry, it was held, was particularly keen. Owing to the fact that there are other tests to be made it was impossible for the judges to make an announcement of the winners of the cup presented to the best cadet and the best scout corps. This will be done through the press, as soon as those with the matter in hand have decided.

Winners of Broncho Busting

The broncho busting was brought to a conclusion with a number of trials which exceeded those of any previous day. Some of the broncos did not give much trouble. The streamers, however, they have experienced in the endeavor to throw tenacious riders, apparently, had tamed them considerably. But there were other who were as fiery and a little more so perhaps, than at any time since the opening. They gave the cowboys, among whom were English, Danes, Americans and others, the toughest time they have had in the whole course of the competition. Even the skill of "Boss" English was of no avail when it came to holding a bronco on "Steep." He proved very much awake and, after a few wild plunges, several high jumps and sudden stops, English was shot off the saddle like a bolt and landed headfirst into the muddy soil. Beyond a dirty race, he sustained no injury. Afterwards an announcement of the results was made as follows: First, T. English; second, Demillies; third, Alexanders; fourth, Miller.

At different intervals there were horse races. The first of these was for sheldand ponies, the second a two-mile pace free-for-all, and the third a two-mile steeplechase. A full account of these is given in the sporting section.

Horse Show Events

The horse show events were especially interesting. There were so many of them that it was difficult to conclude the list within the time available. The "Blue Red Book," a mysterious document upon whose pages Osterman kept an account of hundreds of thousands of dollars of car repair money he claims to have paid, officials of the company "to keep things running smoothly," will probably be offered in evidence next week.

New York Sun: The restriction placed upon race tracks in Canada, limiting their meetings to seven days in the spring and seven in the fall, at first considered a hardship will result in continuous racing before another year rolls around. Many new tracks are being built in the smaller cities and towns in the Dominion and all of them expect to be factors in providing action for horsemen. It is reported that the leading tracks will organize a Dominion Jockey club next year, and that all race courses in Canada will be admitted. Because of the curtailed schedule, it is confidently expected that there will be room for all and that few, if any, conflicting dates will be arranged. Many American horsemen and spectators have turned towards Canada. Open bookmaking is legal on the Dominion tracks, the law against poolrooms and city hand books being rigidly enforced.

MUEHLHAUSEN, Germany, Sept. 29.—Aviator Fiechmann, who was injured when his biplane collapsed at a height of 150 feet yesterday, died today without having recovered consciousness.

Continued on Page Two.

# MUCH HOSTILITY TO RECIPROcity

## Liberals Interested in Manufacturers Afraid of Injurious Concessions—Negotiations to Resume Next Month

OTTAWA, Oct. 1.—Hon. W. S. Fielding's statement that the reciprocity negotiations with the United States will be resumed next month has awakened anxiety in business circles and manufacturers who are supporters of the Liberal party, are busy sounding the government as to the policy likely to be followed.

Sir Wilfrid Laurier's promises in the West are what cause the greatest concern, as it is felt that an effort to make a show of retreating may result in concessions disadvantageous to their interests.

Daily the admission comes to Sir Wilfrid Laurier from political supporters throughout the country, that Canada does not want reciprocity, and that the party's future is bound up in the maintenance of the present tariff upon manufactured goods.

# LANDS PURCHASED FOR A DRYDOCK

## Over Ten Acres on Either Side of Lang Cove Acquired With That Purpose in View

Over ten acres of land on either side of Lang Cove, between the wharves of the British Columbia Marine Railway Company recently changed hands at a price of \$170,000, and it is understood the land was acquired for the construction of a large drydock at Esquimalt. The property purchased was a number of small holdings, the largest blocks purchased being two and a half acres in extent, owned by Mrs. Simpson, Mr. Quaglin and another holding of whom received in the neighborhood of \$10,000. The other lands purchased were made up of small lots, all fronting on Lang's Cove.

# NEW REGISTRAR

## Mr. A. G. Smith Succeeds Mr. Townley in Office at Vancouver

VANCOUVER, Oct. 1.—Mr. T. O. Townley, for years the registrar of titles in the local registry office, who tendered his resignation to the Attorney-General some time ago, has been notified of the acceptance of the resignation.

Arthur G. Smith, of the firm of Smith and Woodworth, of this city, has been appointed to fill the vacancy. Mr. Smith takes up his new duties immediately, and will dissolve his partnership with Mr. Woodworth. As a public man Mr. Smith's record is one of consistent achievement. From 1891 to 1893 he held the position of Deputy Attorney-General in Victoria, resigning that post to go to the Yukon, where he engaged in legal practice until 1901. Tonight Mr. Smith said that he would have to wait a few days until he becomes acquainted properly with the duties of his office before announcing the work which he intends to inaugurate.

# POWDER MERGER COVERS CANADA

## New Holding Company Takes In All Corporations Operating in Dominion Except the Giant Powder Company

VANCOUVER, Oct. 1.—A ten million dollar merger of all the powder companies in the Dominion, with the exception of the Giant Powder Company of San Francisco, owning a branch factory at Telegraph Bay near Victoria, has just been effected. Ownership will be vested in the British Canadian Explosives Limited, recently incorporated under letters patent issued by the Dominion government.

The merger, which is being controlled by the Nobels, a Canadian corporation, owning powder and dynamite factories in every European country, and the Dupont Powder Company of Delaware, in similar control of the same trade in the United States. This deal marks the advent of the Duponts and their people to Canada, and was effected through community of interests. The Nobels have long been in control of the Hamilton Powder company, which has plants in eastern Canada and at Nanaimo, on Vancouver Island. The other corporations embraced in the merger are the Western Explosives Limited, owning a plant on Bowen Island, ten miles from this city, and which has been in operation for the past two years; the Ontario Powder company, and the Standard Explosives Ltd., two Eastern corporations owning plants in Eastern Canada.

It is understood that the interests of the Nobels and the Duponts in the holding company will be identical. One effect will be to end the keen competition now existing, and which is said to have been very injurious owing to the slashing of prices, and to cause allotment of territory to each company.

Half a dozen representatives of the interests involved reached here today, the object of their trip is to inspect the Bowen Island and Nanaimo plants and to arrange various business details.

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## Claim Superiority Over England in the Matter of Up-to-Date Dry Docks

WASHINGTON, Oct. 1.—Secretary Morrison, of the American Education board, issued a statement tonight in which he expressed regret over the loss of life in the Los Angeles Times building fire, and his belief that an investigation will disclose the cause of the catastrophe was caused by labor unions as a retaliation for the bitter warfare waged against them. "It is indeed a sad thing," he said, "that the management should immediately and without investigation give to the press a statement placing the responsibility for the catastrophe upon a great body of law-abiding citizens, when every decent impulse would demand that an investigation should take place before an endeavor should be made to prejudice the minds of the public along lines on which the Times paper has been working sedulously for many years."

# CUT OFF DIVIDENDS

## Granting by Illinois Central Officials Made Bad Hole in Treasury

CHICAGO, Oct. 1.—Henry C. Osterman, former president of the Osterman Manufacturing company, under cross-examination by counsel for the defense in the Illinois Central car repair frauds, testified today that demands for money by certain Illinois Central officials became pressing at one time, that the stockholders in the company could not be paid even a nominal dividend upon their investments.

"At first," said Osterman, "only 15 per cent was given to the Illinois Central. Subsequently these sums were increased, and finally I told the book-keeper to charge enough on car repairs to cover the payment of tribute to the Illinois Central officials."

The "little red book," a mysterious document upon whose pages Osterman kept an account of hundreds of thousands of dollars of car repair money he claims to have paid, officials of the company "to keep things running smoothly," will probably be offered in evidence next week.

New York Sun: The restriction placed upon race tracks in Canada, limiting their meetings to seven days in the spring and seven in the fall, at first considered a hardship will result in continuous racing before another year rolls around. Many new tracks are being built in the smaller cities and towns in the Dominion and all of them expect to be factors in providing action for horsemen. It is reported that the leading tracks will organize a Dominion Jockey club next year, and that all race courses in Canada will be admitted. Because of the curtailed schedule, it is confidently expected that there will be room for all and that few, if any, conflicting dates will be arranged. Many American horsemen and spectators have turned towards Canada. Open bookmaking is legal on the Dominion tracks, the law against poolrooms and city hand books being rigidly enforced.

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FIFTIETH YEAR