

VOLUME 37.

VICTORIA, B. C., TUESDAY, JULY 27, 1909.

NO. 62.

HACKED WIFE TO PIECES WITH AXE

BRUTAL MURDER IN NEW ENGLAND TOWN

Husband Notified Police and
Suicided—Drink Cause of
the Crime.

New Bedford, Mass., July 26.—Lying in ambush for his wife last night, killing her and hacking her body to pieces with a tomahawk, Robert E. Fanning, a wealthy resident of Westport, cast the mutilated corpse into the bay. Fanning, a lonely man, returned home and wrote a sensational story, sped in his automobile to the police station here, delivered the written confession of his crime to an officer and then blew off the top of his head with a revolver shot. Dr. King believed Fanning was responsible for the horrible tragedy, as Fanning was half-crazed from a prolonged debauch.

Fanning spent the night in composing a letter to the police. Early today he got into his automobile and came to New Bedford. Meeting friends and acquaintances, he chatted gaily with them and none suspected that anything was wrong. He took his machine to a garage and left detailed instructions regarding its care. After attending to several business matters of minor importance, he made his way to the police station with his letter.

Startled by the contents of the sensational confession of murder, Lieut. Comstock asked: "What do you want me to do about this?"
"Just this," quickly replied Fanning, as he placed the muzzle of a revolver in his mouth and fired, blowing away the top of his head.

In his letter to the police, Fanning declared he was sorry for what had occurred and praised his wife's beauty and good qualities. He said that he loved his baby better than himself and hoped that it would receive proper care. In an attempt at justification for his terrible deed, the murderer declared that he "had a great deal to contend with."

"I would like for my baby to join up, but, cruel as I am, I have not the heart to do such," he wrote.

**EIGHT CROWDED INTO
BOAT BUILT FOR THREE**
Result Was Its Capsizing and
the Loss of Four
Lives.

Billings, Mont., July 26.—A small boat containing eight persons was capsized in the Yellowstone river, two died and four of the occupants were drowned.

The party had started out for a picnic, under the direction of John Stafford, a Montana pioneer, who was dragged to his death when the boat overturned by three young girls who seized him. All four went down and perished in the swift waters. The girls were:
Minnie Waggoner, Pressie West, both aged 16, and a child six years old.

ONCE MISTRESS AT WHITE HOUSE
Washington, D. C., July 26.—Mrs. Elizabeth Taylor Dandridge, aged 85, third daughter of President Taylor, is dead here. When 19 years old she married Major General Dandridge, and her father's staff in the Mexican war. After her father's inauguration, Mrs. Bliss became mistress of the White House. She was noted for her beauty, her charm and the splendor of her entertainments. She several years later married Philip P. Dandridge, a member of a prominent Virginia family, who died 23 years ago. Her sister, Sarah Knox Taylor, was the first wife of Jefferson Davis.

**EMBEZZLED TO SAVE
BROTHER FROM JAIL**
Chicago Man Confesses in
Seattle on Learning of
Other's Death.

Tacoma, July 26.—Confessing that he had embezzled a large sum of money to save his brother from the penitentiary, John Nolan, of Chicago, is under arrest here to-day awaiting word from the authorities of the eastern city. Nolan says he took the money from Darling & Co., a stock yards firm, and has been a fugitive for two years. Two days ago at the Seattle exposition he met a friend who told him his brother, to save whom he claims to have embezzled the money, had committed suicide. This decided him to stand for trial and he gave himself up yesterday. The police have wired Chicago that he waives extradition and confesses his guilt.

FIRST AIRSHIP OVER CHANNEL

FRENCHMAN FLIES FROM CALAIS TO DOVER

Won Daily Mail's Prize—Aero-
plane Travelled Sixty
Miles an Hour.

Dover, Eng., July 26.—Counting as though the prize of £5,000 sterling awarded him for crossing the English channel in an aeroplane, Louis Bleriot, the French aviator, declared to-day that he most enjoyed the honor of being the first man to accomplish the feat.

Bleriot's flight was made in one of the smallest monoplanes ever constructed, and is the topic of conversation throughout the British Empire to-day.

Starting from Les Banques, France, at 4.30 a.m., the aviator landed at Dover at 4.55 a.m., the average speed of the flight being sixty miles an hour, which is twice as fast as the swiftest mail boat over the distance covered, 22 miles.

Declaring that he was through with aeroplanes, having promised his wife that he would fly no more, Bleriot to-day told the story of his achievement.

"It is more important to be the first man to cross the English channel by aeroplane than to have won the prize of £5,000," said Bleriot. "Nevertheless, I must first acknowledge the Daily Mail's recognition of the importance of aviation in offering a prize, which I have had the honor to win. I am glad to do it. This aeroplane is my eleventh."
"At 4.30 a.m. we could see all around. At 4.35 a.m. all was ready. Le Blanc gave the signal. In an instant I was in the air, my engine making 1,200 revolutions, almost its highest speed, in order that I might get quickly over the telegraph wires along the edge of the cliff."

"I began my flight steady and sure toward the coast of England. I had no experience at all as regards altitude. The torpedo boat destroyer in attendance saw me and began driving ahead of me. I can see nothing at all. The torpedo boat destroyer is chosen because of its water power facilities and the fact that it is susceptible of being driven in reverse. The island is, moreover, favorably situated for the establishment of such an industry, being on the highway of commerce."

**WORK ON ELECTRIC
ROAD TO CHILLIWACK**
Construction of Last Section of
Extension is Now Under
Way.

Chilliwack, July 23.—The construction work on the last section of the Chilliwack extension of the B. C. Electric railway has commenced. In the construction of this section of the road, which is from Abbotsford to this city, some very heavy cutting will have to be made. The road follows very closely the shoreline of Sumas lake, and the heavy grade of the road will have to be met with on the way in where the road leaves Mt. Lehman to turn across the Matsqui prairie. This grade will be 27 and considered by the company to be very reasonable and in no way an obstacle in the handling of heavy passenger and freight loads between here and Vancouver. The construction across the Sumas prairie and from the Matsqui hill to this city is considered easy work by the contractors. In the whole section it is thought no part of it will require the working of a steam shovel, blasting and men and team work being able to handle it.

**LOBSTER HAS
TERRORS.**
New York, July 26.—The fact that Mrs. Honore Tulley, 95 years old, has not prevented her from enjoying a lobster salad in fact, at a wedding celebration at the home of her grandson in Brooklyn, she remained up until after midnight, bidding the last guest goodbye, and throughout the evening enjoyed all the games as much as anyone.

HOMELESS WANDERER AT REST.
Toronto, Ont., July 26.—The body of a seven-year-old girl found in the bay at the foot of George street this morning, was identified by an uncle as that of little Bessie Silverman, a poor, small wanderer about the city.

SIX KILLED AND MANY INJURED

TRAIN PLUNGED INTO THE MISSOURI RIVER

Track Sank Beneath Weight of
Cars—Another Wreck in
Indiana.

Kansas City, Mo., July 26.—When a Wabash passenger train plunged into the Missouri river, 30 miles east of here, last night, six lives were lost and 36 other passengers were injured, several perhaps fatally. All of the dead and injured are eastern people.

The train left Kansas City Saturday night and was composed of eight cars, all of which are now in the river. For several days flood waters had been undermining the roadbed, which parallels the river. When the passenger train started across the weakened roadbed, fifty feet of the track suddenly sunk under the weight and the train rolled into the river.

Dr. Turner Lohvick, a woman physician of St. Louis, was the heroine of the wreck. In thirty minutes she gave medical aid to 27 injured persons, several women passengers making bandages of their skirts.

Bad Wreck in Indiana.
Indianapolis, Ind., July 26.—In the wreck of a south-bound Big Four passenger train at Zionsville, Ind., yesterday, 42 persons were injured. All but six passengers, who were brought to hospitals in Indianapolis, were able to continue to their destinations.

The baggage car and the coaches behind it left the track while the train was running at high speed. Several coaches were derailed and overturned.

**MANY WITNESSES
YET TO BE CALLED**
Inquiry Into Death of Engineer
at New Westminster Still
in Progress.

New Westminster, July 26.—The second day's proceedings in the inquest on the body of George A. Ziedewid, engineer of the Seattle express, which was wrecked on July 19th, were transferred to the assize court for the convenience of the many persons interested, the city police court being too small. Dr. Rothwell, the coroner, has some difficulty in obtaining the evidence owing to a month having elapsed since the accident, and the complex character of the operations involved in the use of the bridge by various parties.

Many witnesses have yet to be called and the coroner sat last evening as well as all day.

Just before the adjournment a boy, Robert John Walsh, water carrier for the B. C. E. R. gang, said he was on the bridge at the time of the accident and is positive he saw a man signal for the train with a red flag.

Signalman Anthony Adamson was the principal witness called and was in the box for over four hours. He was examined on every detail touching the incident of the morning and afternoon of June 19th. He left duty at 2.35 p. m., having allowed a B. C. E. R. handcar through at 1.15, but from that time to when he passed the Flyer through the morning and afternoon of June 19th. He left duty at 2.35 p. m., having allowed a B. C. E. R. man on the south approach asking permission to return. He explained at length the details of the signalling system.

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BASEBALL RUMOR.
Chicago, July 26.—Baseball circles were stirred to-day by a rumor that Mike Donlin, the new manager of the Philadelphia Nationals had secured Johnnie Kling, the hold-out catcher of the Cubs.

Murphy, of the National Club, declared that the report was absurd. "Kling must play with Chicago or not enter the game," he said. "There is nothing to the report." A despatch from Kansas City quotes King as saying the story is all rot.

LIGHTING PLANT DESTROYED.
Hamilton, Ont., July 24.—The Dominion power sub-station at Dundas was destroyed by lightning this morning with a loss of \$10,000. The town is without light.

NEW INDUSTRY MAY BE STARTED

YARN MANUFACTURED FROM RAMIE GRASS

Process Owned by Yorkshire
Firm to Be Tried at
Alberni.

(From Monday's Daily.)
There is a possibility that the old pulp mill at Alberni may be utilized for a new purpose, and that a great industry may spring up there, in which Victoria would stand to be a large gainer. There has just been formed the Vancouver Ramie Syndicate, which will test the process owned by John Phillipson & Son, Yorkshire linen manufacturers, for the manufacture of ramie, or china grass, which grows abundantly in India, China and the Malay peninsula.

Among the members of the syndicate are Herbert Carmichael, provincial assayer, and H. S. Ashton, of this city, the latter being secretary, and several Vancouver merchants. After the process has been demonstrated to be successful a company will be formed to manufacture ramie yarns and cloths. The Messrs. Phillipson will be out here in about three weeks, when it is expected that five tons of the raw material will have been received from the Orient for treatment at Alberni.

Ramie is at present manufactured in Germany and France, and on a small scale in England. The seeds have a silky shine, and are proof against damage by water of bad atmospheric conditions. It is used for ladies' dress goods, muslins, curtains, upholstery, table cloths, napkins, lace, hosiery, underwear, ribbons, gas mantles, the cords for yachts and sailing vessels, fishing nets and lines, fire hose, sailcloth, etc.

The location at Alberni is chosen because of its water power facilities and the fact that it is susceptible of being driven in reverse. The island is, moreover, favorably situated for the establishment of such an industry, being on the highway of commerce.

**BIG SOCKEY RUN IS
ON IN PUGET SOUND.**
Some of the Canneries Are
Swamped With the
Supply To-day.

Bellingham, Wash., July 26.—Sockeye salmon in great numbers are now running in Puget Sound and for the next two weeks the canneries in this city and at other points will be swamped with the red fish. Yesterday a total of 48,000 sockeyes were brought in from the traps and the canneries and the company's production of pure gold, silver and lead greatly increased.

The British Columbia Copper Company will at once resume operations at its great open-pit mine and smelter, and some 400 men will be employed. The close down since May 1st was caused by the strike at the coal fields, and the consequent coke shortage, and other troubles now settled.

The ore shipments for the week and year are: Boundary, week 22,729 tons; year, 790,351; Rossland, 4,729 and 129,728 tons; Slocan-Kootenay, 3,555 and 105,158 tons.

CRUSHED BY THE CARS.
Two Men Killed in Winnipeg Last
Night—Motorman Arrested.

Winnipeg, July 26.—In the police court this morning no charge was preferred against Motorman Thos. Chas. Taylor and Emil Herber, arrested in connection with the death of Enoch Rees and Ernest Elliott last evening through being crushed by street cars. The case comes up again to-morrow morning, when a charge of manslaughter will likely be preferred after the inquest, which will be held this evening.

A FATAL LEVEL CROSSING.
Barrie, Ont., July 26.—Another fatality recorded against level crossings occurred Sunday afternoon at Caldwell's crossing, on the second concession of Oro, and within four hundred yards of where at least six similar accidents have happened. Returning from church John Miller was struck by a south-bound freight and killed.

FOURTH TEST MATCH.
London, July 26.—In the fourth test match at Manchester, started to-day the Australians were all dismissed for 147 runs in the first innings.

Kenit beat Surrey on Saturday by 147 runs and 52 runs. Yorkshire beat Warwick by five wickets.

A SLAUGHTER OF INNOCENTS.
Marysville, Cal., July 26.—Three thousand doves were made into vultures the palates of members of the Wheatland Gun Club, which gave its annual feast last night. The sacrifice of the birds is a yearly occasion at this place, when the birds are flocking northward to nest. The feast was attended by the prominent men of the county.

BURNED IN BEDS AS THEY SLEPT

OVERCOME BY SMOKE BEFORE ANY AID CAME

Waitsburg Lodging House De-
stroyed in Sunday Morning
Fire.

Spokane, July 26.—Three men were burned to death early Sunday morning in a fire that destroyed the Farmers' Lodging House at Waitsburg, Wash. The three men were sleeping in upper rooms and before they could be awakened they had been overcome by smoke, which filled the place. The cause of the fire is not known.

The proprietor of the house, Dan Neil, was awakened about 1 o'clock in the morning by his little daughter, who said there was a fire in the house. In a few minutes the wooden building was ablaze and all had to flee in their night clothes.

The dead are: John Frey, Cottage Grove, Ore.; George Burkhardt, Redmond, Ore.; unidentified man, supposed to be a Spokane salesman.

Two other buildings adjoining the hotel were destroyed by the fire, which did damage to the extent of about \$5,000.

**PRODUCTION AT TRAIL
FOR YEAR OF JUNE 30**
New Record Made for Consoli-
dated Smelter and
Refinery.

Nelson, B. C., July 26.—During the year ending June 30th, the Consolidated Mining & Smelting Company's smelter at Trail produced gold, silver, copper and lead to the value of \$5,500,000, a new record for the plant. The total production for the year was \$5,500,000, a new record for the plant. The total production for the year was \$5,500,000, a new record for the plant.

The total tonnage for the year was 347,000 tons, as against 305,566 for the year ending June 30th. The market conditions the returns for the past year are \$77,500 over the previous year, which was by a long way a record one.

One of the most gratifying features of the year's returns is the large output of the company's electrolytic refinery, which totalled \$2,700,000, or nearly half the company's total production. This figure, satisfactory though it is, has not been surpassed in any other year.

**CRAZED MAN KILLED
WIFE AND HIMSELF**
Fired at His Mother-in-Law,
But Her Fainting Saved
Her.

Butte, Mont., July 26.—Brooding over fancied wrongs for weeks until his mind became unbalanced, Philip O'Connell, who came here recently from Boston, shot and killed his wife, fired two shots at his mother-in-law and then killed himself yesterday.

O'Connell purchased the revolver Saturday and, showing the weapon to his wife and mother-in-law, told them he intended to make a "clean sweep" of the family. Police headquarters were notified but no officer was sent to investigate.

Yesterday evening the crazed man returned to his home and, warning his mother-in-law to "take a look" at the revolver, fired a shot at her. Just as the weapon was discharged the woman fainted from terror, thus saving her life. O'Connell then entered an adjoining room and shot to death his sick wife, after which he ran from the house and sent a bullet through his own brain.

YOUTHFUL MURDERER.
South Bend, Wash., July 26.—C. E. Drake, a youth of 18, is in jail here to-day, after voluntarily giving himself up to the sheriff yesterday and confessing that he had shot and killed Alfred Springer, a well known farmer near Menlo. Drake is the sole support of a widowed mother and two sisters. Springer leaves a widow and nine children.

NEW ISLAND IN PACIFIC.
San Francisco, July 26.—A new island has sprung up in the Pacific ocean far to the southeast of Society and Gambier groups, according to Capt. Quatrovaux, of the French ship Thiers, which arrived from Newcastle, Australia, yesterday.

The island is but a few hundred yards in circumference and appears to be of volcanic origin. It is described in the log of the Thiers as of low and unalleviated appearance, situated in latitude 24.32 south, longitude 152.50 west.

FEDERAL MINISTER SHOWS DEEP INTEREST

Hon. W. Pugsley Is Alive to the Needs of Victoria --Is Giving Consideration to Dry Dock and Harbor Improvements.

On Monday morning about 10 Hon. William Pugsley, accompanied by Hon. William Templeman, met the members of the board of trade in the board of trade rooms and discussed with him a number of subjects in which Victorians are particularly interested. Among these was the deepening of the harbor, the building of a breakwater at the outer docks, the opening of the E. & N. bridge to traffic and providing better appliances for opening the bridge, the building of a dry dock and the settlement of the Indian reserve question.

On all these questions Mr. Pugsley showed that he was already well informed, and he stated that Hon. Wm. Templeman had again and again presented most of the matters referred to upon his colleagues at Ottawa. Mr. Pugsley assured the board that the Dominion government were anxious to do all they could for Vancouver Island as long as they were sure that the money would be well expended in the interests of the whole country.

In introducing the minister of public works, Simon Leiser, president of the board of trade, extended to him a hearty welcome on behalf of the members. He congratulated him on the work accomplished by the dredges. He said that the work of improving the harbor had been going on for a number of years, but the best work had been done within the last 12 months. Since Mr. Pugsley had taken office it had been decided to deepen the channel at the entrance to the harbor to 20 feet at low water, and the upper harbor to a depth of 25 feet. The work would be of a permanent character. Many steamers were passing in and out of the harbor. Just now 2,000 people were entering and going out every day. There were one or two rocks that needed moving near the Brackman & Kerr mill. The dredge had done considerable work. This plan was not up to date, however, and he thought would soon have to be replaced by a modern plant.

Mr. Leiser said it was proposed to build a breakwater at the outer docks. The harbor was easy of access, and there was plenty of room for vessels of all sizes.

Another improvement to the harbor was a proposal to dredge out a new channel around Peilly islands. He advised a "thorough survey being made before this work was started."

"We have a great shipping port here," said Mr. Leiser, "and we want all coast steamers to be able to come in. We want a safe harbor."

E. & N. Bridge.
Mr. Leiser then referred to the E. & N. bridge, which he said had outstanding in the present business. This should be a motor power to open and

shut it and a tower for the man who was on watch.

Referring to the closing of the railway bridge by the E. & N. Railway Company he said it was a great inconvenience to the people. It was also a particular hardship to Turpe's shipyard.

With regard to the Indian reserve, Mr. Leiser said they were sorry that so far they were unable to get it removed. Mr. Templeman had done all he could. (Mr. Pugsley—"Hear, hear.") He hoped Mr. Pugsley would work with him to help remove the Indians.

If the railway company would allow them to cross the bridge they would take their visitor across to see the reserve. Then he would see the justice of their request.

Referring to the need of a transcontinental railway terminal on the Island, Mr. Leiser said this was one of the great things they needed. They had the coal and timber, a great whaling station on the West Coast and this port was the second in Canada so far as tonnage was concerned. All steamers from the Orient entered and cleared here.

When Sir Thomas Shaughnessy was here he spoke to him about the place. He then said this was a great Island, one of the best places in the world to live, and if he was a young man he would settle here.

"The matter of a new drydock was also set forth by the president of the Board of Trade. He said they would take Mr. Pugsley to Esquimalt this afternoon to see the old dock. He hoped the minister would come here again every year. They realized the good work the Dominion government was doing and hoped it would be continued."

MINISTER REPLIES.
Hon. Wm. Pugsley, in reply, expressed his appreciation of the opportunity of visiting the magnificent Province of British Columbia. He felt it his duty to take the first opportunity of visiting the Pacific coast. He came to see how the works they were doing here were going on, to see the needs of the harbors and other departments, and to see how best to develop this section of the country. He was here to learn and he would be glad to receive any information they could give him.

Mr. Templeman, he said, had for some time being urging that more plant should be used in the harbor here. As a result the Ajax was purchased and the Fruhling had been purchased for the work on the Fraser river. He had already discussed the matter of a new dredging plant with Mr. Keefe, who was a first class man.

(Concluded on Page 5.)

ENGINES NEVER STOPPED.

British Steamer Eclipse All Records for Continuous Steaming.

Navy Yard, Puget Sound, Wash., July 26.—Claiming the world's record for consecutive steaming, the British steamer Headley, Capt. Wm. Butler, arrived at the navy yard yesterday with a cargo of coal 63 days from Newport News. From the time the steamer left Newport News at 6 p. m. on May 18th until she arrived inside Cape Flattery her engines have not slowed down or stopped. Her officers say they claim that previous to her departure they looked up previous records, and that the performance of the Headley on this trip eclipses them all.

VIGILANCIA LIES AT BOTTOM OF HUDSON

Rushed to Port With Cargo on
Fire, Threatening Life of
Passengers.

New York, July 26.—The Ward line steamer Vigilancia to-day lies at the bottom of the Hudson river almost a total loss, as the result of a fire which smoldered in her hold and ended only when she settled on the bottom of the river. The vessel was valued at \$450,000 and the cargo at \$50,000.

The fire was discovered out at sea late yesterday afternoon, while 54 passengers from Nassau, Santiago and Manzanillo and a crew of forty were on board. The hatch was battened down and, while the crew attempted to quench the blaze, the vessel was sent full speed ahead for her pier at Brooklyn.

The passengers and baggage were landed safely and the five boats began to pour water into the burning hold, but were unable to extinguish the flames.

SWEEP FROM RIGGING.

Pensacola, Fla., July 26.—The fishing schooner, Minnie W., arrived here last night with her rigging damaged and her sails torn to shreds, and reported the loss of three of her crew in the hurricane that swept the Gulf of Mexico last Wednesday.

WATER, ASS. B. C.

W. Slack	L. W. Slack
47 16 23	9 08 23
48 17 31	10 20 23
49 18 38	11 32 23
50 19 45	12 44 23
51 20 52	13 56 23
52 22 00	15 08 23
53 23 07	16 20 23
54 24 14	17 32 23
55 25 21	18 44 23
56 26 28	19 56 23
57 27 35	21 08 23
58 28 42	22 20 23
59 29 49	23 32 23
60 30 56	24 44 23
61 32 03	25 56 23
62 33 10	27 08 23
63 34 17	28 20 23
64 35 24	29 32 23
65 36 31	30 44 23
66 37 38	31 56 23
67 38 45	33 08 23
68 39 52	34 20 23
69 40 59	35 32 23
70 42 06	36 44 23
71 43 13	37 56 23
72 44 20	39 08 23
73 45 27	40 20 23
74 46 34	41 32 23
75 47 41	42 44 23
76 48 48	43 56 23
77 49 55	45 08 23
78 50 62	46 20 23
79 51 69	47 32 23
80 52 76	48 44 23
81 53 83	49 56 23
82 54 90	51 08 23
83 55 97	52 20 23
84 56 04	53 32 23
85 57 11	54 44 23
86 58 18	55 56 23
87 59 25	57 08 23
88 60 32	58 20 23
89 61 39	59 32 23
90 62 46	60 44 23
91 63 53	61 56 23
92 64 60	63 08 23
93 65 67	64 20 23
94 66 74	65 32 23
95 67 81	66 44 23
96 68 88	67 56 23
97 69 95	69 08 23
98 70 02	70 20 23
99 71 09	71 32 23
100 72 16	72 44 23