

whom were war veterans and excursionists from the G. A. R. encampment at Rochester, the train, made up of fourteen cars drawn by two mogul engines, was forty minutes late when it reached Rochester Junction, and from there sped eastward to make up time before reaching Geneva. The engines and two day coaches had just passed the centre of a four hundred-foot expenditure of very large sums are betrestle over Canadaigua Outlet, 150

man.

He declares that there is more discus sion concerning Victoria than any other western Canadian city. A feature of many of the sales put through last week is the fact that they were very largely to outside investors. Several big transactions involving the

the sentiment in the prairie country.

vest cost of Vancouver island. Salving Empress Liner. According to advices received at the local office of the C. P. R., an attempt

vas to be made on Thursday to float the Empress of China, but whether the attempt was successful is not known. It ing arranged at present and will probprobable that the local office would

The steamer British Columbian is due at Ladysmith today to load a cargo of coal for the whaling stations on the

undertaking the investigation suggested Mayor Morley into the present high ost of food stuffs, an investigation resolved upon by the city council at last Friday night's meeting of the city council, was expressed at last night's meeting of the board, when Mayor Morley

feet protesting. "I did not come here to be insulted, your honor," he angrily More doubt upon the advisability of

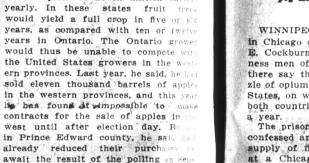
exclaimed. Explanations being asked. Ferguson furnished particulars, resenting the reference in the charge to "oneeye Ferguson." And then the mystery of legal phraseology was elaborated by the court for his particular benefit, and Ferguson was satisfied. During 1910 the Hedley Gold Mining

watching for a chance of escaping from milled 46.628 tons of ore. fror the stateroom which he succeeded in which the values recovered totalled doing before he could be stopped. With \$519,356.46, the net profits amounting his guard in full chase behind Morton to \$263,986.48. The ore gave assays of ran to the stern of the vessel and withfrom \$11.46 to \$14.03 per ton. out a moment's hesitation leaped over the rail and disappeared in the swirling waters near the propeller. MARU Before his attempt at Esquimalt, Morton wrote letters to his parents, who are living in New Zealand, bidding them good-bye and stating that he has encountered many troubles and death appeared to be his only means of escape What his trouble were he did not tell the police. He came from Lillooet about a week a go to Esquimalt, in the neigh

ice.

to end his existence and that ther should be no possibility of a failure had tied his hands and feet together. tember 21st. But he made the mistake of jumping into shallow water and was easily res-F. C. CONLEY KNOCKS cued. Later he was examined as to his mental condition and it was decided to send him to the asylum.

En route on the heat he behaved in LOS ANGELES, Aug. 26 .- Frank a quiet manner, but was apparently only Conley, of Kenosha, knocked out ond



confessed and asserted t supply of fifty pounds at a Chicago hotel wa them at St. Paul. Fo quantities have come Vancouver gateway to can reach this port of mately, as only a nomin lected. From this city always mysteriously d the theory of secret se ved by the Unite

has been that it has bee

the border along the pr

and re-shipped in the central depot in St. Par

The prisoners are d

told the police enough.

number of customs o

DEVELOPMENT

Hon, Thomas Tayl

Future of the Ca

turns from Tour

NORTH

sides of the line.

ter, at 12.35 o'clock, when the Pullman car "Austin," the third of the long train, left the rails. It dragged with it the dining car, two day coaches and two Pullmans.

vards east of the station of Man

hes-

All bumped over the ties a short distance, when the coupling between the forward day coach and the rear end of the dining car broke. The forward end of the train dragged the derailed Pullman and diner over safely, but both day coaches plunged down the south embankment and rolled over. The free end of a Lehigh Valley day

coach, in which most were riding, shoved out over the gulch, and, followed by a Grand' Trunk day coach stripped the guard from the south side of the trestle and plunged to the shallow river bed forty feet below. The coaches that went into the river struck the east embankment of solid masonry with terrific force.

Both cars, filled with passengers, lay a mass of crumpled wood, metal and glass, under which were a hundred men, women and children. The greatest loss of life was in the first day coach, and a dozen persons were later taken out dead from the second day coach, which, after following the first over the trestle, snapped its rear coupling and thus saved the rest of the train from being dragged along.

The second coach struck on the bottom and stood end up, the rear end projecting a few feet above the top of the trestle. All the passengers in this car were piled in a mass of broken seats at the bottom of the car.

The Pullman "Emiline," which remained on the bridge with one end projecting over the gulch, and several cars behind it, derailed and in immediate danger of going over on the wreckage below, were soon emptied of

their passengers. It was several minutes before anyon reached the cars at the bottom to help the victims.

Recovery of Bodies Difficult.

Body after body was removed and carried to the bank by the rescuers, working knee deep in the river bed. The dead and injured were laid on the ground, while planks and timbers were requisitioned and a field hospital was established.

It was more than an hour before special trains from Geneva and Roch ester brought physicians, nurses and medical supplies and the injured could be removed.

The railroad station at Geneva, a cider mill and an ice house were used and construction of gasoline craft; sevto give temporary shelter to the suf-

The work of getting out the victims in the first day coach was difficult, as it was necessary to chop through the sides and bottom of the car.

Many of those found dead were G. A. R. veterans. The dead in the morgue at Shorts

ville, near here, tonight, numbered twenty-three. Two other persons died

ably go through in the near future. One of the big outside sales of the past week was the purchase by Sir John Barker, Bart., for British interests, of twenty-seven miles of timber lands on the west side of Cowichan Lake, com prising about a billion feet of timber.

Sales Recorded A few of the deals put through fol-

Homestead property of the late Mr Charles, Fort street, between Vancouver and Cook, sold for \$95,000. Cadboro Bay district property to the

extent of 200 acres was sold recently by Rogers & Co. to a syndicate for \$125,000. The same firm sold to an Eastern

capitalist one and a half acres in Cadboro Bay adjoining the Evans property for \$7.500. One and a half acres of waterfront

in Cadboro Bay was sold to a Regina investor for \$12,000.

Five acres at Ten Mile Point were sold to a Winnipeg man for \$7,500. Three lots in Cadboro Bay Park went for \$1,500 a lot.

Rogers & company acted in the above ransactions.

A double corner at Moss and Fairfield road sold for about \$5,000.

Among the sales made by the firm of Messrs, Wm. Allen & Son during the week was the residence of Mr. E. B. Marvin on Fort street for a price around \$10,000; two McClure street lots, a Gordon Head ranch comprising fifteen acres; a subdivision on Lansdowne road containing 20 lots; ten lots on Hillside A corner of Amelia street and Pandora

venue with 125 feet frontage sold for a figure in the neighborhood of \$70,000. and a house and lot on Fernwood

NAVAL ARCHITECTS

road

OPEN LOCAL OFFICE

Morris, Bulkley and Halliday Start Business in Victoria-Mr. Halliday Was Designer at Thornycrofts.

Messrs. Morris, Bulkeley & Halliday yawl which reached the lighthouse have now opened offices in Victoria and Vancouver for the carrying on of the business of naval architects and marine engineers. Mr. Morris served his aprenticeship to marine engine and shipbuilding work in England, and afterwards was a senior seagoing engineer in the ships of the Bucknall line; later he went to Japan, where he was for

some years in charge of the engineering eral of which were to the order of the Japanese government. Mr. Bulkeley was for eight years in the mechanical department of the Great Western railroad of England, afterwards having charge of engine and machinery installation work in various ports in China and Japan. Until lately he was associated When all trace of the Martin had been with A. H. Styles & Co. in their marine

work in these waters. Mr. Halliday was, until last year, head of the ship of their injuries in Rochester. Several designing office at the famous Thorny- was the French river lightship sighted. valuable

have had news if the vessel had floated. Mayor Dier, of Ladysmith, is urging the utilization of a part of the Market Square there for park purposes.





to have Sunk During Storm on Georgian Bay, with Ten People on Board

BYNG INLET. Ont., Aug. 24.-The barge Albatross, of Midland, Capt. Dean, foundered in the Georgian Bay off French river, on Monday night and it many more articles in daily use the cost is feared that the tug C. C. Martin, of of which, he believed, is altogether too Midland, Capt. Vent, which had the barge in tow, has gone to the bottom

also. The tug carried besides the captain and his wife, a crew of eight. Those on board the barge reached Byng Inlet this morning. The shipwrecked party included Captain Dean, his wife, his niece, Mrs. Alex, Buchanan, of Moose Jaw, her two children, Miss Clementine Labelle, of Ottawa, and one sailor named Joseph St. Peter The barge sprang a leak and was fast sinking when all on board man-

aged to pile into the small vawl before the vessel sank. She was in tow of the tug as she settled and this circumstance leads Capt. Dean to believe

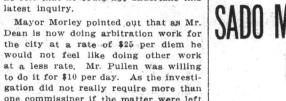
that in foundering she drew the tug owner. down with her. As soon as the survivors of he Alba tross reported their battle with the storm, searching parties went out for trace of the Martin. They returned this afternoon without success. The

carrying two men, three women and two children, a girl of two years and a boy of two months, bore evidence of a terrific battle with the elements. Thecraft had been buffeted for thirtysix hours, and its occupants had had no food since the Albatross went down. Some of them are said to be danger-

ously ill. After the line between the Martin and the Albatross parted on Monday afternoon, all hands aboard the Albatross made ready to leave the ship. Th thirteen-foot yawl was launched and the two women and babies were put aboard. The men had scarcely time to jump in and cast loose when the vessel sank.

lost, Captain Dean, of the Albatross rigged a makeshift sail and headed for French river. Not until dusk Tuesday

read a communication from Mr. John Dean, appointed with Mr. H. F. Pullen to make the investigation, stating that as he is now engaged upon other city work, which takes up all his spare time. he felt that he could not undertake this latest inquiry.



to him (the mayor) and Mr. Pullen it would be sufficient. As Mr. Pullen was Japanese Liner Spoken by a newspaper man and one who was not Wireless When 1,200 Miles active on any side of politics, he would be a most suitable one for the work. at Sea on the Way from The citizens desired the investigation. Alderman H. M. Fullerton wanted to Yokohama know if there were any particular ar-

ticles to which the mayor referred. The mayor stated coal was one of the products against the cost of which he

had received many complaints from men on both sides of politics. But there are high.

Price of Coal

Alderman Fullerton maintained the cost of fuel is a matter of the cost at the mines and any steps the city might take would prove useless. He admitted he had advocated the investigation, but further thoughts led him to believe the results would be futile.

"You belonged to a fuel company and when you wished to sell for less than the combine price you could not do it," said the mayor.

Alderman Fullerton admitted that uch had been the case, but the fact is the dealer cannot dictate to the mine

"I am going to ask the council to stick with me." declared the mayor, and he was supported by Alderman Langley. It was finally decided to go on with the investigation provided it does not cost more than \$500 in all.

Apropos of Mr. Dean's resignation the Empress, look slow. rom the board of inquiry, Mayor Morley expressed the belief that Mr. Dean liner Minnesota and the Blue Funnel is getting too much when he is given steamship Oanfa as clearing from that \$25 per day for arbitration proceedings. port the same day, August 19. The two That was an amount more than some of big ocean carriers now are speeding the judges of the court are receiving. across the Pacific. The Oanfa is bring-Even the city solicitor is not being paid ing a large and valuable cargo of raw at such remunerative rates. silk.

Alderman H. M. Fullerton pointed out that a competent man for the work is piculturist, now on tour of the Pro worth the amount as the the city might vincial Interior, reports most intereste saved many thousands and the city solicitor stated that he doubted if any ugly to the Department of Agriculture from Salmon Arm that his inspection of suitable person could be secured for less. the adjacent district shows an increasing Alderman Fullerton closed the discus-

number of the residents interesting ion by remarking that in the case of themselves in bee-keeping, the industry the investigation into the price of food having now developed quite a position, with from 175 to 200 hives in use. Exstuffs the city is certain to lose the \$500, while in the matter of arbitrations amination proves all these hives in a Mr. Dean's services have proved most

borhood of which he had been seen wandering, but his actions were not suspic ious and no one seems to have paid much attention to him.

Resigns. Inspectorship. -- In consequence of his selection by the Conservatives of Nanaimo district as their candidate to contest with Mr. Ralph smith the Nanaimo seat in the Dominion Parliament, Mr. F. S. Shepherd has transmitted to the Minister his resignation of office as chief inspector of mines for British Columbia, and this esignation has been accepted, with regret at the loss of a proven most valuable and dependable public servant, by His Honor-in-Council. Hon. Mr. Mc Bride, as Minister of Mines, does not intend that thore 'shall be any further delay in the appointment of a successor to Mr. Shepherd as chief inspector than is essential to the selection of the best available man to fill this important of

More Street Lights-On the recom mendation of Alderman H M. Fullerton chairman of the electric light committee of the city council, the council has fixed the following points at which street arc lights, will be installed: Corner of Medina and Simcoe streets; St. Andrew's and Simcoe: Cecil and King's road; Asquith and Haultain; Hillside and Blackwood; Wilson near railway crossing: Harrison and Pandora; Fullerton and Langford; McPherson and Craig flowed road; Wilson and Hereward Bridge street near Garbally; Garbally between Douglas and Gorge road; Ros and King's road: Work and King's road: Advices from Yokohama report the Hill Hillside between Rock Bay and Bridge street: David between Rock Bay and Bridge street; John, ditto; Henry and Catharine streets; Esquimalt road east of Wilson street; Busnby and Dallas road (2 lamps); Eberts and Bushby; Eberts and Dallas road; Bushby and George; Carrol and Gorge road; Gully Bridge, Gorge road; Gamma and Burn-Aniculture in B. C .- Mr. L. Harris, side road: Gorge road between Emma and Harriet road; Store and Chatham; Discovery and Government; Store and Pembroke; Parry and Michigan: Discovery and Blanchard; Washington and Burnside. Tenders will be called for

The garden party to be held at "Ferncliffe," Metchosin, B. C., is postponed satisfactory condition and all the bees from Tuesday, 29th inst. to the follow-bealthy. The Salmon Arm section is an ing day, Wednesday, August 30, 1911. ster District.

installations.

teenth round of what was scheduled have been a twenty round fight be the Pacific Athletic club at Vernon day. They fought at 122 pounds. There was a no knockidowns the fourteenth when Kline sank t floor, more from the punishment he assimilated than from any one He came up at the count of nine. sank to the floor again under a dozen blows and though conscious w

OUT PATSY KLINE

too weak to rise before the tenth se Conley will be matched with winner of the Rivers-Kilbane fig-

scheduled for Labor Day. ATTEMPTS OWN LIFE

> Swede Jumps Into Inner Harbor, but Is Rescued in Time.

Had it not been for the opportun reximity of Archibald King and C. F. Linden yesterday afternoon at 4:45 o'clock; Olaf Nyhgan, a Swede, would have accomplished his suicidal purpose and ended this world's cares in th waters of the inner harbor. Nyhga after taking off his outer clothi jumped in the water from off the sons Bay wharf and was about sink when King and Linden, who become suspicious at the man's a jumped into a boat and rescued was taken to the police station in the patrol wagon and locked up.

When pulled from the wa taken to the wharf where his had been neatly tied into a Nyhgan told his rescuers th might as well have let him he had a revolver and if one me ending his existence was denied

he could take the other. Nyhgan is a recent arrival in city. He has been staying at a J son street hotel and for the past days has been drinking heavily. will be detained until his nerves d more composed.

LAND FOR PRE-EMPTORS

Further Areas Are Set Aside by Provincial Government.

The British Columbia Department Lands is still adding to the areas lands available for immediate occ' pancy and development by pre-emptinsettlers, having just announced opening for pre-emptors of new lands surveys of which have recently be completed, in Lots 1573 and 1574 Cas-siar district, Lots 3813, 3814, 3826, 3824 3881 to 3913, Range 5, Coast District Lots 1600a, 1601b, 1601c; 1602a, to 1615a Range 5, Coast District; southwes quarter Section 30, Range 3, Coast 10,000 pounds of line wire for the above District; Lots 916-918, Range 4, Coas District; Lots 9574 and 9825, Eas Kootenay District; Lots 1162, 153 1540, 1541, 1542, 1544 to 1547' Lillooe District, and Lot 3034 New Westmin-

tion in Interior "It will not be so man there will be hundred of acres under cultivati British Columbia if . na ment, now well inaugu mitted to continue," sa as Taylor, provincial m lic works and railways returned from an through Yale and Carib vast areas well adapte tural utilization in Fort George, as well as west around Stuart and lakes and in the Bulk settlers of the right them their attention prepared to make t nes on the land and building of British Co Hon. Mr. Taylor spea personal observation, say or report. He has on the ground, inspecti of improvements now b by his department in Cariboo sections. The this year for roads Cariboo. exceed \$150, Yale district, in which ola valley, the am proximately \$85,000. "Good Roads Taylor" e government of Pr nscientiously ma visit the various sectio for himself how the penditures may pron ad satisfactory ind eaving this city on ed, on the 9th er first proceeded ley, where many imp nts are being carrie and conditions in the maily good. There

The steamer Sado Maru of the Nippon Yusen kaisha, Capt. Richards, due at the uter wharf on Wednesday morning, has reported by wireless, via Estevan, at a distance of 1,200 miles. The steamer was spoken early yesterday morning and gave her position as 49 .45 north, 156 .14 west. The steamer has a good complement of Chinese passengers on board, the number of arrivals increasing con siderably of late. She has a fair cargo

of general freight. The steamer Luceric of the Weir line went to sea yesterday enroute to the Orient with a great cargo, including heavy shipments of flour, lumber, general merchandise and equipment for the street railway system for the island

of Corregidor, at the entrance to Manila bay, including thirty cars. Leaving Victoria three days after the Osaka Shosen Kaisha liner Mexico Maru and reaching Yokohama the same day as the Japanese vessel, was the feat accomplished by the Protesilaus, the greyhound of the Blue Funnel fleet. Speed records by the Protesilaus have become common that they are rather expected now. On her last trip to Victoria she made former records for transpacific travel by vessels other than