

ATTORNEY-GENERAL AND BARNARD SPEAK

ALIEN LABOR MADE AN ELECTION ISSUE

Ward Two Conservatives-Hold
Rally at Broad Street Hall
—D. S. Tait a Speaker

(From Thursday's Daily.)

Ward Two Conservatives and others to the number of between seventy-five and one hundred were at the Broad Street hall last night to hear G. H. Barnard, Hon. W. J. Bowser, and D. S. Tait, the young Conservative lawyer, speak on election issues. Hon. Mr. Bowser took occasion to make a speech upon the alien labor act. Mr. Barnard said he had been blackguarded by the Victoria Daily Times, which had said he was cowardly. An old gentleman sitting on the front seat replied "Sure," but whether his interjection meant that the Times had done as Mr. Barnard said, or that Mr. Barnard was cowardly, was lost in the roar of laughter which followed.

Mr. Barnard had just commenced upon the alien labor act when the elderly gentleman sitting in the front row remarked: "What about the Chinese? I notice all you big bugs employ Chinese labor."

Mr. Barnard: "All right old boy, I'll answer you directly."

Chairman Guy Walker: "George, keep quiet."

Elderly gentleman: "All right, Walker."

Mr. Barnard: "Just a moment, my friend."

Elderly gentleman: "All right, I can talk to you too."

The elderly gentleman, however, proved non-partisan and equally loyal to the Times newspaper and Hon. Mr. Templeman on the subject of the Conservative candidate on the other.

The meeting marked the occasion of the maiden speech in politics of D. S. Tait, who took the place of his father, Leonard Tait, the latter being "under the weather," said the chairman. Mr. Tait presented his arguments against reciprocity in eloquent language and his effort was applauded by Hon. W. J. Bowser, who followed him with a policy.

Mr. Barnard made his principal stand last night on the Alien Labor act and Hon. Mr. Bowser also spent much time in going over the matter. Mr. Barnard said that he and Mr. Burrell had referred to the matter at a meeting in the A. O. U. W. hall where he said, he found contracts were being left to import labor for railways in contravention of the penalties in the act. At Ottawa he had brought the matter up in the House of Commons, calling the attention of the minister to the fact that immigrants were not being asked the regular questions on entering Canada. Yesterday's developments, he said, surprised him when he learned through police court proceedings that the admission of alien labor into Victoria by the consent and connivance of the Dominion government.

Mr. Barnard rather gave the game away as far as the "game" was concerned when he said, later, that the Times had challenged him regarding mythical knowledge possessed by him.

"Did I have mythical knowledge? I kept quiet. I knew there was a prospect coming. I knew all about it," he said.

Mr. Barnard reiterated facts as reported in the Times Tuesday night, read extracts from the Immigration act, saying the act read that immigrants could not come unless they had secured employment. He asked how could they have secured employment unless by contract, whereas the Alien Labor act made it an offence to engage immigrant labor by contract. He had mentioned at Ottawa that there were flaws in the act. He claimed the Dominion government was the position of having made its own officials liable to a criminal prosecution and criminal penalties under the Alien Labor act, and added: "I want Mr. Templeman and Mr. Smith to tell why it is being done. If Mr. Templeman did not know, why did he not know? If he didn't we are better without a cabinet minister of his stripe." (Applause.)

With the final remark the young newspaper had tried unsuccessfully to flim-flam the people (Mr. Barnard used the expression flim-flam quite a lot last night) he remarked he would let the matter rest at that.

Mr. Barnard then contradicted Mr. Templeman on the date of occupancy of Esquimalt by the Dominion government, saying: "At the Victoria theatre what I was trying to pump into him (Mr. Templeman) was that the fortifications had been allowed to run down to the miserable condition in which they are to-day. Read the Times of May 12, 1896, and see in red print on the front page that Lieut.-Col. English and 500 men had been in the city since that date it has been under the control of the Dominion government."

Mr. Barnard concluded his speech last night by thanking Hon. Mr. Templeman for giving the candidate something new to talk about. "It is hard to say the same thing over every night," said the candidate, "and I will be truly grateful to Mr. Templeman for providing me with something new."

He made mention of the naval tenders, saying they should have contained a stipulation that Pacific ships should be built on the Pacific and claimed that Mr. Templeman was feeding the electors on hopes. "You electors are all right," sarcastically commented the candidate. "You'll get a fog-horn on McLaughlin's point. I wonder if Mr. Templeman knows where McLaughlin's point is. I always thought it was called Macaulay point. They'll need the fog-horn election day for there will be such a fog in the Lib-

eral camp that they won't see their hands before their faces."

D. S. Tait reviewed the reciprocity pact as a national matter, saying that Sir Wilfrid Laurier had heard the discontent of the French Nationalists and he thought independence for Canada necessary. Independence or annexation, he added. Mr. Tait said it was no secret that the United States had for years desired to control the whole continent of North America, and without union with England Canada could not stand alone a moment. Laurier had turned away from his ideals as leader of Imperial preference and had at first refused to attend the Imperial conference because he claimed the urgency of putting through the reciprocity agreement. When he did attend he was the wet blanket of the conference. Mr. Tait showed the audience a pamphlet he had received through the mails called The Kingdom Papers. He said there was an active propaganda going on to win people from Imperialistic ideas. He did not think any but the French Nationalists desired separation from the Empire, and some party had become bored and endeavored to post the nation pamphlets throughout Canada.

"If," said he, "it is purely a trade agreement and not national, you have only to consider yourselves. If it is had for B. C. you have to vote against it."

The prosperity of the province, he said, relied on the protection of its industries.

Hon. W. J. Bowser said the present campaign was the most important since 1896. He then referred to alien immigration, saying the Victoria Times had thrown the responsibility of alien labor entering the province on his shoulders and asked why he should shoulder the sins of the Dominion government. He supposed that the Liberals felt because the province government had guaranteed the C. N. R. bonds that it would not prosecute offenders, but there they were wrong, for Mr. Ross, acting as attorney-general, had assented to a prosecution.

He read sections 2 and 3 of the act showing the penalty for bringing in alien labor to be a fine of \$1,000. The government had made its own officers liable to prosecution, and endeavored to trace the affair back to a visit of C. M. Hays, who, he said, had been turned down by the provincial government on an application to admit foreign labor for the G. T. P. railway. Mr. Hays, said Bowser, then went to Ottawa and got a secret order-in-council put through suspending the Immigration regulations. "Talk about reciprocity," he said, "that is reciprocity of labor. If you men go to the United States you will find the alien labor act there works strictly against you."

He believed that Mr. Speed, the Dominion inspector who gave evidence in the police court, had torn up his letter of instructions the morning before he went to the police court. Why? Because he was a politician in the government service. In order to play the political game he took the responsibility of destroying a public document that should have been on the public file.

"I know how you will deal with the ballot box," said Mr. Bowser. "It may be technically that the offenders get off but you cannot get off from the fact that the act has been illegally set aside by a secret order in council to allow competitive alien labor to enter."

Mr. Bowser said in every contest with the United States, Canada had got the worst of it. Hon. Mr. Fielding, in ill health, and Hon. Mr. Patterson 80 years of age and of no ability, had been won for by the two best men in the States, Mr. Tait and Mr. Knox, and the Yankee thought he was getting the best of the Canadian otherwise he would not have voted for reciprocity. "Because he was in favor of it because they had the best end of the stick."

Mr. Bowser concluded by saying that he had too much confidence in the Canadian people to believe that annexation would follow reciprocity, but knew that the people of the United States believed that annexation would surely follow if the pact passed. He foresaw here that great question would be answered on September 21 by the rejection of the pact.

LABORED TOO HARD.

Tacoma, Wash., Aug. 31.—Because C. G. Mutchler, proprietor of the Tacoma Dye Works, labored too hard, the building in which his establishment was located, and a stable adjoining, were burned to the ground and the latter was severely scorched about the face and hands.

Mutchler was working with a stiff brush on a suit of clothes that had been washed in gasoline. He put so much muscle power into the task that the garments caught fire from the friction. Dropping the blazing suit, Mutchler fled. The suit fell near a pile of other clothing that also had been washed in gasoline. The flames spread so rapidly that the dye works building, a small frame structure, and the stable adjoining were doomed before the arrival of the firemen.

—Holding that a witness wishing to affirm instead of taking the oath must base his objection on statutory grounds, the Court of Appeal has ordered a new trial in the case of Alfred Deakin, who on March 28 last was found guilty by Judge Lampman of shooting a cow. A witness named Elston stated he wished to affirm and gave material evidence. Judge Lampman stopped his examination before he completed his evidence. Mr. Justice Bowen, who presided, was informed from that of the other three judges.

—Building permits were issued Tuesday by the building inspector to D. J. Fowler, dwelling on Henry street, \$2,850; to W. C. Bunt, dwelling on Albany street, \$2,500; to Sing Lee, laundry on Princess street, \$2,500; to Thomas Drader, dwelling on Dundas street, \$2,500; to Thomas Drader, dwelling on Dundas street, \$2,500; to Rasmus Sorenson, dwelling on Michigan street, \$1,800; to A. H. Mitchell, dwelling on Fifth street, \$1,600; to L. W. Goddard, dwelling on Garry street, \$1,800; to Charles Palmer, dwelling on Yew street, \$3,000; to Thomas Gough, dwelling on Quadra street, \$1,800; to G. A. Stevens, dwelling on North Park street, \$2,100; to Charles Watson, dwelling on Fort street, \$3,600.

BOARD SUSPENDS FREIGHT TARIFF

Railway Commission to Hear
Further Evidence Regarding
White Pass Rates

Vancouver, Aug. 31.—Under an order just handed down by the railway commission, now in session here, the freight tariff of the White Pass & Yukon route to take effect on September 1, 1911, has been suspended pending a further order.

The hearing took place at White Horse, Yukon, on Wednesday, August 23, on complaint of J. H. Conrad, who alleged that excessive freight rates were charged by the company on ores from Carcross to Skagway, and on ore-boring machinery and camp supplies from Skagway to Carcross.

The order reads: "Upon hearing what was alleged by complainant at White Horse, Y. T., on Wednesday, August 23, in the presence of O. L. Dickson, vice-president and general manager of said White Pass & Yukon route, it is ordered that tariff C. R. C. No. 15, of said White Pass & Yukon route, published to take effect on the first day of September, 1911, be and the same is hereby suspended until further order of the board, pending the hearing of further evidence to be adduced on behalf of said White Pass & Yukon at sitting in October, 1911."

The request of Messrs. Eby et al, made before the commissioners at Prince Rupert on August 19 for the erection by the G. T. P. of a station at Kitumkaleum, has been refused by the board. Some forty persons petitioned for the establishment of the station, the claim that owing to the location of Kitumkaleum it would be necessary to have a yard on a four-ton grade, or else to raise the bridge over the Kitumkaleum river and divert a wagon road to Skeena, which crosses the railway tracks.

"We could not require the railway to locate a station on a grade of this character with a bridge over a large river at one end of the yard," the commission said.

Another northern application was also refused in a statement just handed down. It was that of T. G. Jennings, road superintendent of Prince Rupert, for the establishment of a siding and flag station on the G. T. P. at Stewart's Landing, at the mouth of the Copper river.

Owing to the fact that a station has already been located on one side of Stewart's Landing and one proposed on the other side of the river, on the other side, the board declares that it should not interfere with the location of the proposed station at Copper river (Newton), which is only seven miles from Stewart's Landing and about two miles from Stewart's Landing.

COMMITTEE UNABLE
TO ACT WITHOUT MAP

Express Companies Want
Change in Delivery Limits
but Particulars Lacking

Owing to the fact that neither a map nor particulars of the changes in the delivery limits which is desired by the express companies are at hand, the Board of Trade's railway committee has been unable to act in the matter, but is holding it over until such information is supplied. It is claimed by some residents within the city limits that the express companies have neglected to deliver parcels to their houses, contending that they were too far out. If the zones of delivery are unreasonable the express companies are, under the order made by the Railway Commission of Canada last March, enabled to have them narrowed by making application in proper form, but unless that is done they must collect or deliver parcels within the city limits. The order was in the following terms:

"1. That after June 1, 1911, it shall be the duty of all express companies subject to the jurisdiction of the Parliament of Canada in all cities, towns or villages where such companies now or hereafter may have collection or delivery service to collect and deliver traffic at and to all points within the municipal boundaries or limits of such cities, etc., and after that date all existing delivery limits shall be abolished."

"2. Leave is reserved to said companies to at once apply to the Board for the establishment of reasonable collection or delivery zones in cities, etc., that for any special reason it might be unreasonable to expect collection or delivery services to be made throughout the entire area."

"3. Upon such application the companies shall file with the Board a map showing limits proposed by them and furnish all other necessary information to enable the Board to determine the reasonableness thereof."

PANIC AT FUNERAL

Canonsburg, Pa., Aug. 30.—As the casket containing the body of Stephen Mastlow, ticket-seller in the moving picture show, was being borne to the grave in the Slavish Catholic cemetery here, lightning struck a tree under which the procession was passing and six pallbearers were knocked down. John Hodge, a brother-in-law of Mastlow, was rendered unconscious and the mourners were panic-stricken.

The casket dropped into the mud, where it lay until the party had recovered from the shock. Hodge was seriously injured.

MUTINY AMONG CHINESE

Stokers Refuse to Keep up Fires on
Steamer—Ringleader Attacks
Captain With Knife

Kingston, Jamaica, Aug. 31.—When the Atlantic liner steamer Bella arrived on Tuesday from Philadelphia, eight members of the Chinese crew were arrested on charges of mutiny on the high seas.

After leaving Philadelphia on August 22, the prisoners refused to keep up the fires in the boiler room, thereby delaying the ship's voyage, and the ringleader attacked Captain Bevan with a knife.

Upon being arrested seven of the mutineers repented and were sent back to the ship, but the leader will be sentenced to imprisonment for three weeks.

SEVENTEEN LIVES LOST IN STORM

Work of Rebuilding in Progress at Charleston—Cottages on Islands Destroyed

Charleston, S. C., Aug. 31.—Mayor Rhett is directing the work of rebuilding storm-swept Charleston. A campaign of repairing and disinfecting is on. To-day the death list was 17 and the property damage estimate remains at \$1,000,000.

Reports from exposed islands are that only two lives were lost there. The victims were caught on James Island. The property damage is heavy. It is said by planters that the cotton and rice crops have been almost entirely wiped out. Houses have been wrecked and cattle and livestock killed.

First reports of damage at the Isle of Palms, a resort directly on the coast, were that the island was a few miles from here, were exaggerated. Buildings were not so badly damaged as believed.

Normal conditions are being restored rapidly.

BELGIUM INCREASES FORCES ON FRONTIER

Military Preparations Cause
Sensation Among Residents
on the Boundary

Liege, Belgium, Aug. 31.—A sensation has been created among the Belgian people, especially those near the boundary of France and Germany, by the military precautions which are being put into effect by the Belgian government. A military council was held at the villa of Lieut.-General Heilebaut, the minister of war, to consider measures to preserve the neutrality of the country in the event of war between France and Germany so as to prevent the violation of Belgian territory by either contending army.

Great military activity has been in evidence during the last two days. Large supplies of shells for the frontier forts and ammunition magazines, the board declares that they should not interfere with the location of the proposed station at Copper river (Newton), which is only seven miles from Stewart's Landing and about two miles from Stewart's Landing.

Specific instructions, it is understood, have been sent to the commanders of troops concerning the blowing up of bridges should war break out.

Strengthening Garrisons.

Brussels, Aug. 30.—Two special trains carrying field guns and ammunition arrived yesterday at Namur, 367 miles southeast of Brussels, from Antwerp. The government appears to be making numerous rearrangements in the army, especially strengthening the eastern garrisons.

ST. LAWRENCE IS LOW.

Scarcity of Water Results in Temporary Closing of Factories.

Cornwall, Ont., Aug. 31.—The St. Lawrence river is so low here that in order to keep the water from the canal for navigation, it was necessary to close off all the water from local factories at noon to-day. Three cotton factories, the paper mills and all industries using electric power were obliged to close down.

The east wind had had considerable to do with the lowering of the water, and it is hoped that if the wind changes the river will be allowed to use water and electrical power to-morrow.

The settler Riverside, which went ashore a week ago, is still stuck fast, and although the water was raised to the limit, several tugs failed to pull her off.

MAY BE FLOATED.

San Francisco, Cal., Aug. 30.—A cable from Yokohama, Japan, received to-day, says that it is expected that the steamer Hazel Dollar, which was fast on the reef there, would be floated at the next high tide. It was planned to make an attempt to raise the vessel and take the vessel to Shanghai for permanent repairs.

—The contract for the central portion of the addition to the parliament buildings which is to front on Superior street, which will house the provincial library, has been awarded to Macdonald & Wilson, Vancouver, who were the contractors for the new court house in that city. Work is to start at once and the sum involved is about \$250,000.

Three men in France competed to see who could drink the most water. One swallowed twelve quarts, the second nine and the third seven. All three died from the effects.

FIRST OFFICER IS SUSPENDED A DAY

Marine Court Lays Blame on
John Richardson for Stranding
of Princess May

The court of marine inquiry, consisting of Mr. Justice Martin and Marine Assessors A. H. Reed and J. S. Cullington, this morning delivered the finding of the court in regard to the stranding of the C. P. R. steamer Princess May on Seattle island on August 5, 1910. The finding is that First Officer John Richardson is solely responsible for the accident, and his certificate was ordered suspended for twenty-four hours.

The chief officer was in charge at the time of the wreck with 80 passengers aboard, all of whom were saved. The evidence given at the inquiry was that it was a good night, the running and the wind were light, and the weather was clear. The first officer altered the course to S. E. by S, and maintained that course till he realized the proximity of danger. The helm was put hard-a-port, but while the vessel was still swinging she struck a rock. The look-out man had seen the light clearly and the quartermaster had observed a light from time to time, while the chief officer said the weather was thick and the light obscured. He also said that an unknown tidal current had set the ship to the eastward. The court in its finding said it cannot accept this explanation.

The chief officer did not take due precautions because by his own speed at the time he had run the complete distance by time and should have realized he had run within a distance of danger and should have reduced speed.

The court finds that First Officer Richardson is to blame for negligent and careless navigation to such a degree that his certificate should be suspended. One year has elapsed since the accident and he has meantime entered the service of another employer as master mariner and has given satisfactory service. The court, therefore, ordered the suspension of his certificate for twenty-four hours.

The finding says that the court believes that the master should be required to take a regular watch but to take due opportunity for rest during fine weather. A remedy to prevent the present unsatisfactory state would be found in allowing fully qualified officers to take regular watches during ordinary favorable conditions.

WINN CUP.

Toronto, Aug. 30.—The Viva, the Canadian boat, won the last and deciding race for the Winn Cup this morning. The course was a ten mile triangle and a brisk wind held. Kathleen of Kingston, was second a half mile back. As the Viva won the second race also, the cup stays here.

MAKING FIRST TRIP IN FALL SCHEDULE

Prince George Gets Away for
Prince Rupert This Morning
With Full List

(From Thursday's Daily.)

Starting on her first trip to the north in her fall schedule, the Grand Trunk Pacific steamer Prince George, Capt. Frank Saunders, left port this morning for Prince Rupert. The vessel will not go to Stewart again this year and it is understood that after four more trips to the Portland Canal town that the Prince George will also be withdrawn from that service.

At Seattle last night a large number of passengers joined the steamer bound for Rupert. Many passengers were also booked at this port, including H. D. Peck, Thomas Stehman, J. G. McKinnon, Mr. Starret and Misses Starret. As usual the steamer had a good cargo of freight, loading about fifty tons here.

Late last night the Boscowitz steamer, Capt. Morehead, arrived in port from northern British Columbia points, after a fine trip. She brought south over a hundred passengers and had several thousand cases of salmon. The Venture cleaned up nearly all that was left of the year's pack at Port Essington and other coast canneries.

The Venture will get away again to-night for the north. She has been taking on cargo during the day and according to the local agents will have a good list of passengers from this port.

WAVES FLOAT SCHOONER.

Astoria, Ore., Aug. 31.—After being abandoned by her master and crew, the stranded steamer schooner Aurelia apparently decided to rescue herself. During last night she was carried by the swell several hundred feet across the spit and into comparatively deep water. Captain Genevieve, underwriter and salvor, arrived here last evening and has taken charge of the vessel. He has engaged tugs and expects to haul the Aurelia into the channel at high tide this evening. While her rudder and part of the mast were under 24 inches of water in the strand, the schooner this morning and it is not believed her hull is injured.

TEN FIREMEN INJURED.

Chicago, Ill., Aug. 31.—Fighting against flames which swept through a four-story building in the downtown district to-day, ten firemen were injured by an explosion of chemicals. The burning building was two doors from the "Practitioners" Hospital and patients there were quitted with difficulty by the attendants.

HENRY WILL DEFEND.

Hearing of Charge Against Nine
Seattle Men Postponed Until
September 25.

Seattle, Wash., Aug. 31.—The nine men accused of conspiracy to obstruct the administration of justice in a United States court for having participated in a mass meeting at which Judge Cornelius H. Hanford was hanged in effigy, appeared before United States Commissioner W. D. Totten for preliminary hearing yesterday. By stipulation of the attorneys the hearing was continued until September 25. The federal grand jury convenes at Tacoma on September 19, and before the hearing is held the charges against the alleged conspirators will have to be laid before the grand jury.

Councilman Erickson, a well-to-do manufacturer and prominent Democrat; Deputy Sheriff Hugo Kelly and Paul K. Mohr, a labor leader, all of whom went to jail Saturday night rather than give bail, decided that they had enough of prison life for the present and furnished the required bonds.

Leroy Sanders, one of the men arrested as a result of the mass meeting, received a telegram from Francis J. Henry, the San Francisco graft prosecution agent, yesterday afternoon, in which he was asked to defend the men.

The telegram was sent from Salisbury, Mo. Mr. Henry is now on his way from Salisbury to San Francisco.

PASSENGER COACH DERAILED.

Turns Over on Side—Number of Occupants Taken Out Through Windows

Columbus, Ind., Aug. 31.—The Hoeking Valley train No. 8, Toledo to Columbus, narrowly escaped a serious wreck yesterday when one of the coaches crowded with visitors to the State Fair left the rails just after the train had crossed a bridge near Olentangy Park on the outskirts of Columbus. No one was seriously injured, though many of the passengers received minor bruises and lacerations.

The car as it left the rails, went bumping along the ties, and when the train was stopped was turned in an angular position. The passengers were thrown in heaps and one of two, it is said, jumped through the windows into the ditch. A moment later the car turned over and settled on its side in the roadbed.

Several of the passengers who were left in it then had to be drawn out through windows.

JAPAN'S NEW CABINET.

Marquis Saloni Submits Names of Ministers to the Emperor.

Tokyo, Aug. 30.—Marquis Saloni submitted to-day to the Emperor the names of the men composing the new cabinet which he has formed to succeed the retiring ministry headed by Count Katsura. The personnel was announced as follows: Premier, Marquis Saloni; home affairs, Kei Hara; finance, Tatsuo Yamamoto; war, Lieut.-General Ishimoto; navy, Lieut.-Admiral Saito; agriculture and commerce, Baron Nodoki Makino; communications and minister of foreign affairs (new term), Count Tadasi Hayashi; justice, Masahisa Matsuda; education, Sumitaka Haseba.

Viscount Yasu Uchida, the ambassador to the United States, will be appointed minister of foreign affairs after his arrival at Tokio.

Count Katsura, the retiring premier, has been created an elder statesman.

The make-up of the ministry is entirely new with the exception of Viscount Saito, who retains the portfolio of minister of marine.

Viscount Uchida, who is destined soon to direct the foreign policy of Japan, has occupied the post of ambassador at Washington since December, 1909. Prior to his appointment to the Washington embassy the Viscount was minister to Austria-Hungary, and before that vice-minister of foreign affairs.

Yamamoto, the new minister of finance, formerly was governor of the Bank of Japan, and in 1906 was nominated by the Emperor to the House of Peers.

Marquis Saloni is the leader of the Sai-Yu-Kue, the Constitutional party, and was premier in 1906-08.

WOMAN ENDS HER LIFE.

Tacoma, Wash., Aug. 30.—After washing up the breakfast dishes, bidding her husband goodbye as he left for work, tidying up the house and locking the door, Mrs. Venna Norris Kirkpatrick, aged 19, committed suicide shortly after nine o'clock yesterday morning by inhaling gas from a stove in the kitchen of her flat in the Heaton apartments, 721 South E. street.

Dr. Charles H. Orr and Oscar F. Kirkpatrick, the young woman's husband, chief clerk in the superintendent's office of the N. P. Ry., were summoned, but Mrs. Kirkpatrick was dead when they arrived.

PRINCE RUPERT BY-LAWS.

Prince Rupert, Aug. 29.—On Saturday, September 2, the by-law to ratify the Grand Trunk assessment settlement will be submitted to the vote of the citizens of Prince Rupert together with the hydro-electric by-law to sanction the borrowing of \$500,000 for the purpose of constructing the Woodworth lake waterworks and electric power system.

Both by-laws have passed their third reading in council and will come into effect if favorably regarded by the citizens on September 12.

MARBLE WORKERS TO STRIKE.

New York, N. Y., Aug. 30.—A nationwide strike of marble workers was announced by the official of the international Marble Workers' Union to-day. The international body has decided to support a strike recently declared by the New York local union. This action will mean strikes on the customs house at San Francisco, on ex-United States Senator Aldrich's mansion at Providence, R. I., and on buildings in Pittsburgh, Chicago, and a number of other cities.

PIRATES CAPTURED.

St. Petersburg, Aug. 30.—A report has reached here from Kereh in Crimea that a band of pirates had landed and attacked the fortress. The soldiers under the command of their assailants with a heavy rifle fire, wounding many. Fifteen pirates were captured.

SIR WILFRID SAFE MAN IN CANADA

ENGLISH TRIBUTE TO
PRIME MINISTER

Manchester Guardian Predicts
Return of Liberal Government
to Power

London, Aug. 31.—The Manchester Guardian says Premier Laurier's defeat, which is fortunately improbable, could not be contemplated without much regret. It would be a serious blow both to the immediate consummation of a reciprocal treaty and to the fortunes of freer trade. Nothing can prevent the growing population of the western provinces from making their influence felt in Liberal party circles. There is one in the Liberal party who could respond to the demands of the west with the power and authority which Laurier wields, nor probably is there any one who could hold the balance of power so well between the out and out imperialism of Conservatives and the rather scared Nationalists of Quebec. Laurier undertakes a measure of personal responsibility and at the same time conserves the Canadian right to say just as they wish on the subject of Imperial preference.

Borden and extreme Nationalists, working together against Laurier, certainly remember it as a successful coalition would have been their difference as it would have been Borden would be prevented from doing the chief articles of his programme. Probably the majority of Laurier's Quebec supporters will decide that he has steered a safe public course."

WINDJAMMERS RACING.

Two Fastest Schooners on Coast Test Speed Between Sound and Los Angeles.

Los Angeles, Cal., Aug. 31.—Two of the best known and fastest windjammers on the coast sailed from Tacoma Saturday for this port with large shipments of lumber and local shipping men are looking forward to the finish of a keenly-contested race.

The schooner E. K. Wood, Captain Hauser, and the schooner William H. Smith, Captain Carlson, are