

SPEND NIGHT IN A VACANT HOUSE MISSING CHILDREN ARE FOUND TO-DAY

Girls Eight and Ten, Respectively, Overtaken by Dark, Sleep Out.

(From Friday's Daily.)

After spending the night in a vacant house, little Helen Fletcher Joseph and Elsie Sherbin, aged respectively 10 and 8 years, were found shortly after 9 o'clock this morning wandering about in Goodacre's field, Spring Ridge. The little girls are respectively the children of Mr. and Mrs. L. B. Joseph, of 321 Cornsant street, and Mr. and Mrs. Sherbin, Fairford road. The little girls left home for school as usual at noon yesterday, but instead of going home went for a stroll after being dismissed for the day, and, becoming tired as dark approached, went into a vacant house where they spent the night. Being afraid to return home this morning they were continuing their ramblings when intercepted by Constable Heather, who had gone to the Spring Ridge district in response to a message from Mrs. J. Renout, of 1353 Gladstone avenue, to the effect that she had seen and spoken with two little girls answering the description of the two who were missing, who, however, refused to answer any questions about themselves. The two are quite worn out with their ramblings without food, and are reticent regarding their reasons for absenting themselves from home last evening. Needless to say their parents are overjoyed to have them home again. The mothers of both girls bid them good-bye at noon yesterday when they were leaving their respective homes for the Central school, which both attend. They were in their class yesterday afternoon, but stayed around the school for some time after they were dismissed. Miss Johnson, their teacher, noticed this and told them to go home. Instead of doing so, however, they started out on a ramble. Having gone farther than they had expected, and night coming on, they sought refuge in a vacant house, where they went to sleep, unperceived. This morning, after waking, they resumed their wanderings without breakfast. They were seen by some of their classmates, who reported the fact to the teachers, when inquiries were made on the premises of classes this morning. The news was at once sent to the police station, and more men detailed to search the Spring Ridge district, in which it was reported they had been seen. While Mrs. Joseph Renout, of 1353 Gladstone, had seen two little girls answering the descriptions of the missing ones and undertook to question them, they were averse to speaking, and, after refusing to give their names or any particulars about themselves, Mrs. Renout at once telephoned her husband, who in turn notified the police. Constable Heather, who had been relieved from duty at 8 o'clock, but who had volunteered to assist in the search, was in the police station at the time and at once jumped on his wheel and proceeded to the vicinity of Goodacre's field toward which the youngsters had been heading when last seen. He found them, but both were averse to returning home, and also disinclined to tell anything about their movements from the time they had left school yesterday afternoon.

He, however, brought them along with him, taking to the little Joseph girl to her home and the Sherbin one to the police station, from where she was sent to her home.

The parents of the little girls had an exceedingly anxious night of it as a result of the absence of their children. While they wondered that they had not returned after school, each mother thought her daughter had gone to visit at the other woman's home. As the evening wore on Mrs. Joseph became anxious and communicated with the Sherbin home, only to find that her daughter was not there, and the little Sherbin girl was also missing. Inquiries at the homes of other mutual acquaintances also failed to reveal any trace of the lost.

About 10 o'clock Mrs. Joseph communicated with the police, and men were at once sent to search for the missing youngsters, but owing to the lateness of the hour they were unable to do much. This morning the police continued the search, and at 9 o'clock of the night men remaining on duty for the purpose.

All night long the Joseph and Sherbin families watched and waited for the return of the little girls, and by morning the search, which had been interrupted, especially as the hours of the day were on without any tidings. To say that Mrs. Joseph was overjoyed when Constable Heather brought her daughter to the door is to put the matter mildly.

To a reporter for the Times, Mrs. Joseph said: "I was really so excited when the constable brought Helen to the door that I even forgot to thank him properly for having found my daughter. Helen is so tired and worn out with her experience that I did not have the heart to ask her many questions, but she did tell me that she and Elsie had spent the night in a vacant house, and that this morning she was afraid to come home on account of having stayed away last night. However, she need not have been afraid, and if the only thing that awoke her has caused me by her absence she would never have done so I am sure. I want to publicly thank Constable Heather and the members of the police force generally as well as friends who have assisted in the search."

Mrs. Sherbin was similarly thankful over the return of her daughter.

The Union longshoremen, on strike in Seattle, are endeavoring to bring about a sympathetic strike along the Pacific coast which would result in shipping being practically tied up in all ports of the United States between the Sound and San Francisco for several days at least.

WILL EXPERIMENT WITH TAR MACADAM New Kind of Roadway Will Be Laid on North Park Street.

(From Saturday's Daily.)

An experiment with tar macadam is to be tried in Victoria, the streets, bridges and sewers committee for the last night decided to recommend to the council the putting down of a roadway of this kind on North Park street, between Blanchard and Cook streets. The work will be undertaken as soon as the necessary by-law can be put through.

Tar macadam has given satisfaction in England and France where it has been in use, but whether because Canadian engineers do not understand the proper method of laying it or for some other cause it has not given satisfaction in most places where it has been tried. In Canada, in Ottawa, for example, it has been a complete failure and the city engineer is not undertaking any more of it. Some few years ago Ottawa started to go in extensively for tar macadam but the authorities found inside a few years that it did not make a suitable roadway, among other things that it did not last. In Hamilton, on the other hand, the authorities have decided to have some problem of making tar macadam roads, and now Victoria will attempt to do so.

One reason that the residents of North Park street asked for tar macadam was that it is said to be practically dustless. Up to the present this road has been one of the worst in the city for dust and as a result the residents were looking for a roadway on which there would be a minimum of this nuisance. The roadway is made by pouring hot tar on an ordinary macadam roadway. This tar binds the macadam and binds the whole into one solid mass.

The committee also decided to recommend the construction of granite sidewalks along both sides of the same street, the grading, draining and laying of cement walks along both sides of Alfred street between Burnside road and Douglas street and the necessary repairs to the sidewalks on Fullerton avenue, Victoria West. The Carey castle subdivision plans were approved.

ANOTHER SEALER COMING HERE

BEATRICE L. CORKUM
SAILS FROM HALIFAX

Will Hunt on Southern Grounds
and Then Join Behring
Fleet.

On Friday last the sealing schooner Beatrice L. Corkum, Capt. Gilbert, sailed from Halifax, N. S., for the southern grounds where she will be relieving the Victoria to join the rapidly diminishing Behring Sea fleet.

Interviewed in Halifax on the day of the schooner's departure, A. J. Bechtel, who has been superintending the outfitting of the Corkum on behalf of the Victoria Sealing Company, said: "This will probably be the last time the Corkum will be seen in the vicinity of the southern grounds. It is the intention of the company to take her to the south Atlantic where she will take her first cruise. We are not going to work the old grounds at all this trip, our intention being to try new grounds further south, that as yet have not been touched. Owing to our having some difficulty in securing a crew, but we now have all the men we require."

Capt. Gilbert, who is a veteran of the Corkum, is one of the best known Nova Scotia and Victoria sealers. He was in the crew of one of the Victoria Sealing Company's first schooners coming from Halifax to this port 22 years ago.

Mr. Bechtel left Halifax this week for a trip through several points in the United States, and will visit members of his family in the East before returning to Victoria.

The crew of the schooner, who will be paid off upon arrival here next spring, is as follows: Capt. F. W. Gilbert, J. A. Birt, first mate; Frank Couper, second mate; St. Clair Sharpe, cook; Howard Barkhouse, cabin boy; Joseph Robichaux, steward; H. H. Mason, Thomas Hunt, seamen and hunters; Everett Coleman, Angus Morash, Arthur Ellis, Jas. Hiltz, John Welsh and Noah Suck, seamen and boat steers.

WILL BE TRIED HERE ON ANOTHER CHARGE

E. H. Walters is Accused of Ob-
taining Money Under False
Pretences.

(From Friday's Daily.)

F. H. Walters, who was recently found guilty at Duncan and sentenced to three months in jail for forgery, appeared in the local police court this morning on a charge of obtaining money under false pretences. He was bound over to court for trial on the charge of obtaining money under false pretences until to-morrow.

The story as told is that some weeks ago Walters, who was in the contracting business in this city, met Dr. Morrison at the latter's home, and asked him to cash a cheque on the Merchants' bank for \$25. Dr. Morrison did not have the money, but he took the cheque to Henry Seldenbaum, of the Palace hotel, and got him to cash it. Mr. Seldenbaum deposited the cheque in the Bank of Commerce from where it was sent with others to the Merchants' bank and cashed before it was discovered that Walters had no account there. The cheque was traced back and Dr. Morrison made good the amount to the Merchants' bank. Since then the police have been looking for Walters and this week located him in jail serving a term for a similar offence at Duncan.

CAPT. TOWNSEND TELLS OF GOLD AT LAWN PT. Is Interested in Promising Claims—Quatsino Fire Did No Damage.

(From Tuesday's Daily.)

Capt. Townsend, of the steamship Tees, returned yesterday on the latter vessel from Quatsino, after having spent two weeks' leave inspecting gold properties in which he, with local associates, are interested at Lawn Point, Klaskanine inlet. The properties consist of four quartz claims which were acquired early in the year and which border the claims of the Klaskanine Gold Mining Company's property from which very valuable samples have recently been taken.

The trip of inspection was taken by Capt. Townsend in order to prepare for development work this fall. It is the intention of the local syndicate owning the properties to develop the claims by tunnelling in before the end of the year in order to ascertain, approximately, the value of their holdings. Mining men, who have seen the properties, and members of the local syndicate owning them, believe that a rich streak of quartz on the four claims exists. Capt. Townsend brought back from Lawn Point several samples of rich ore, which had been taken from the claims to follow the distance is 130 miles. With the exception of the Panama railway, it is the shortest transcontinental route.

From the very earliest times the advantages of the isthmus as a line of communication between the two oceans would appear to have appealed to the imagination of man. The project of actually constructing some line of communication dates back nearly half a century. Long before Captain James Eads planned his ship-railway across the isthmus, and before the first railway had been completed, and before the first canal had been dug, the project of building a canal from 1857 until 1882 various concessions were granted, generally to American citizens or corporations, and have been invariably forfeited owing to the inability of the concessionaires to fulfil their obligations. In the latter year the Mexican government determined to build the railway themselves, and entered into a contract with Mr. De la Cruz for the construction of the road. The arrangement also proved unsatisfactory, and it was rescinded after about sixty-seven miles of railway had been completed. A loan of \$2,700,000 was then raised, and a new contract was made with Colonel McCulloch for the reconstruction of the sixty-seven miles of the line, which had been built in a hasty and unsatisfactory manner, as well as for the completion of the line, some 142 miles more. The contractor undertook to finish the work in thirty months, but he died in 1891.

From Ocean to Ocean.

At length, after considerable difficulties, financial and otherwise, had been surmounted, the railway was actually completed from ocean to ocean in 1894, but no sooner was it opened for traffic in construction, as well as of suitable harbor facilities on both sides of the Gulf and Pacific coasts, made it necessary to begin the work over again.

Much remained to be done in order to adapt the line to heavy traffic, and recognizing that the railway was to be a permanent one, the Mexican government began to devise means for rendering the line of some practical use as a route for transcontinental traffic. With this object in view they entered into negotiations with the firm of S. Pearson & Son, Limited, the great contractors, whose head, Sir Westman Pearson, M. P., has already gained a great name in Mexico through the successful construction of the drainage canal of the Valley of Mexico and of the port works of Vera Cruz.

Under the various contracts entered into, the firm of Pearson & Son enjoyed, so to speak, a dual character towards the Mexican government—first as contractors for the construction of two harbors at Salina Cruz and Puerto Mexico, and secondly as partners in the exploitation of the railway and the ports when completed. This is believed to be the best business arrangement for the national government has taken a private firm into partnership, and speaks volumes for the high reputation for efficiency and integrity which Sir Westman Pearson has acquired in his earlier dealings with the Mexican government, as Mr. W. Max Muller, secretary to his Majesty's legation at Mexico, points out in his report on the enterprise.

Several changes in
LIST OF OVERDUES

Aberfoyle Reaches Astoria—
Rate on Aeon is 40 Per
Cent.

The British ship Aberfoyle, which was reinsured at 20 per cent, has been removed from the overdue list, having reached Astoria safely yesterday after a tedious passage from Antwerp.

During the voyage one of the seamen became insane and hanged himself in the saloon. He became crazed shortly after leaving Antwerp, and was constantly on his knees praying. Capt. Huell reports speaking the French barquette Vincennes on July 3rd in the south of France. The Vincennes was bound for Astoria, and reported "all well."

The British ship Heathfield has been shipped and removed from the list, as well as the French barquette Jean Baptiste, which has reached her destination.

Advices from San Francisco state that no word of the big steamship Aeon, Capt. Durwin, now a month overdue from San Francisco for Auckland and Sydney, has been received, and the rate has been advanced to 40 per cent. At this figure heavy speculation is being indulged in, although there is no considerable alarm in some quarters for the vessel's safety.

The Norwegian steamship Rygja which has been lying in the Royal roads since her arrival from Nome recently, was to-day shifted into Esquimaux harbor by the steamship Salvor.

RIVAL TO THE PANAMA CANAL MEXICO'S NEW INTER-OCEANIC ROUTE

Tehuantepec Railway Has Es-
tablished a Bridge for the
World's Commerce.

In September of this year the Tehuantepec National railway will be opened for European freight and passenger business.

This bold statement will convey very little to the ordinary Englishman, says the London Chronicle, but its importance is fully realized in the United States, where the new line is looked upon as a rival to the future Panama canal. It is, at any rate, certain to become the most favored of all transcontinental land routes. The Tehuantepec National railway runs from Salina Cruz, on the Pacific coast, to Salina Cruz, on the Atlantic coast. As the bird flies it is about 125 miles across the isthmus from ocean to ocean, but by the road which the railway is compelled to follow the distance is 130 miles. With the exception of the Panama railway, it is the shortest transcontinental route.

Through Tropical Forests.

Many difficulties were encountered by the contractors in the initial periods of the reconstruction of the railway arising principally from the heavy rainfall to date have certainly spent not less than \$2,000,000 in bringing it to its present efficient state. The actual work was carried out by the Pearson firm, not as contractors, but as agents, at cost price. On the works at Salina Cruz and Puerto Mexico, the expenditure was originally limited to \$5,500,000, but this is likely to be considerably exceeded before the harbors and jetties are completed. By the terms of other contracts Messrs. Pearson have entered into a partnership with the Mexican government, under the title of the Tehuantepec National Railway Company. The agreement holds good for a period of fifty years from 1902, and the partners furnish in equal shares the working capital of \$7,000,000. But Messrs. Pearson are the managers of the property, the government merely retaining the right of inspection.

It is calculated that since the first work was done on the Tehuantepec route over 10,000,000 have been expended, and before the harbor works are completed the capital expenditure will have reached \$15,000,000. The work, both on the railway and at the ports, seems to have been carried out with the thoroughness that characterizes the enterprises of Messrs. Pearson. "It is a work of a delightful sensation," writes Mr. Max Muller, "to be rushing through the tropical forest at a rate which sometimes exceeds fifty-six miles per hour, and so smoothly that even during meals one was not incommoded by the speed. I wish travellers could experience such a sensation on the other lines of Mexico," he adds, with feeling.

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Many difficulties were encountered by the contractors in the initial periods of the reconstruction of the railway arising principally from the heavy rainfall to date have certainly spent not less than \$2,000,000 in bringing it to its present efficient state. The actual work was carried out by the Pearson firm, not as contractors, but as agents, at cost price. On the works at Salina Cruz and Puerto Mexico, the expenditure was originally limited to \$5,500,000, but this is likely to be considerably exceeded before the harbors and jetties are completed. By the terms of other contracts Messrs. Pearson have entered into a partnership with the Mexican government, under the title of the Tehuantepec National Railway Company. The agreement holds good for a period of fifty years from 1902, and the partners furnish in equal shares the working capital of \$7,000,000. But Messrs. Pearson are the managers of the property, the government merely retaining the right of inspection.

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