

McBRIDE ANNOYS LIBERAL PAPERS

In Their Wrath They Say Nasty Things About B. C. Premier

BELIEVE PEOPLE WILL ENDORSE HIM

FORGOT RECOGNITION OF THE JUST CLAIMS WILL COUNT IN FUTURE FIGHT

OTTAWA, Oct. 15.—Liberal newspapers in the east are very wrathful with Premier McBride and are saying all sorts of nasty things about him. Unconsciously they pay him a great compliment by pointing out that a provincial general election in British Columbia is in sight, thereby implying that his attitude will meet with the endorsement of the people of that province.

Notwithstanding insinuations and reflections, Premier McBride has been the big man of the conference. He has secured recognition of British Columbia's special claims, and when he goes to England to fight the issue there, this recognition will certainly count.

The Ottawa Journal says tonight: "The march of the provincial premiers upon the Dominion treasury has won a commanding position despite the excess of zeal on the part of the British Columbia forces, which would apparently carry off the whole treasury if it were not enclosed in a famous burglar-proof vault. The present likelihood is that the other eight provinces will get all they asked for, while British Columbia will get a million more than her comparative proportion, although many millions less than she demanded."

This paragraph is hardly fair to Premier McBride after he had flatly refused a football game Saturday, Edward Fort Shepard Railway will be paid 4 cents per 100 pounds, as formerly, as its proportion of the through rate.

The C. P. R. is authorized to open Fallisier tunnel for commerce.

SENATOR MILLER DYING

Halifax, Oct. 15.—Senator William Miller was taken to the hospital at Sydney today seriously, and it is feared that he will die. He was appointed to the senate just after Confederation in 1861.

SERIOUSLY KICKED

Plainwell, Mich., Oct. 15.—As a result of being kicked in the back during a football game Saturday, Edward Pyche, aged 16 years, may be crippled for life.

GOLD FOR TORONTO

New York, Oct. 15.—Between \$2,600,000 and \$3,000,000 in gold was shipped today from New York to Canada. It is understood that most of the gold goes to Toronto.

BURGLARS ARE KIND TO RAILWAY AGENT

Return Stolen Money When They Learn He Has to Reimburse C. P. R.

ARMAN, Man, Oct. 15.—On Friday evening last \$56 was stolen from the till in the C. P. R. station during the absence of Mr. King, the agent. Mr. King was the loser, as he would have to reimburse the company. The burglars evidently got wind of this, and considerably wrote Mr. King a note telling him he would find the money at a certain part of the station. The money came to hand, and Mr. King appreciates the compliment.

ACCUSED MURDERER SOBS

Tom's River, N. J., Oct. 15.—Dr. F. L. Brouwer, on trial for the murder of his wife, took the witness stand today and broke down and sobbed while testifying. Later he recovered himself and was examined closely. He denied that he had told his sister-in-law, Elizabeth Hyer, that he intended to divorce his wife.

PIG KILLS BUTCHER

Stratford, Ont., Oct. 13.—Charles Kimber employed by the Whyte Packing company, as a pig sticker in the hospital here in a serious condition from a knife wound in the abdomen, caused by a pig which he was killing and striking the knife.

FOWLER WARMS UP AT INVESTIGATION

Calls Government Counsel For Insurance Commission a Sleuth Hound

ACCUSES HIM OF ACTING UNFAIRLY

SAYS SHEPHEY IS SEVERE ON I. O. F. BECAUSE OF CONSERVATIVE CONNECTIONS

TORONTO, Oct. 13.—The insurance commission yesterday closed its Toronto sitting and adjourned to Montreal. The investigation of I. O. F. affairs is not completed. George W. Fowler, M. P., gave evidence in connection with the famous land deals in Western Canada. His refusals to answer questions were frequent, although in each case he ultimately bowed to the ruling of the court.

Before the session adjourned Mr. Fowler, in a somewhat heated address, called Mr. Shephey, the government counsel, a "sleuth hound," and declared that the examination into the affairs of the I. O. F. had been severe because Conservative members of parliament were connected with various transactions. He also accused Shephey of acting unfairly. The public, he said, were talking and making comparisons between the course followed with respect to the I. O. F. and that which was pursued regarding a large company at the head of which was the chief financial backer of the Liberal party in Canada.

LA PRESSE CHANGES AGAIN

Montreal, Oct. 14.—La Presse has again come into the control of Hon. Mr. Berthiaume, who sold the paper some time ago to David Russell and Mackenzie & Mann. The deal was consummated on Friday in Toronto. Thomas Coté, who was manager of the paper at one time, resumes his position.

REBELS BREAK FAITH AND WAR IS ON AGAIN

Leaders of San Domingo Revolution Go Back on Agreement to Surrender

WASHINGTON, D. C., Oct. 13.—The following cablegram was received at the navy department from Commander Sutherland, dated Mont Christi, San Domingo, today: "I regret to inform you that revolutionary leaders at the last moment refused to stand by the articles of agreement for their surrender."

"They have massed forces of about five hundred at a distance of fifteen miles and demand the most impossible terms."

"The president of San Domingo has directed the renewal of hostilities."

Cape Haytien, Hayti, Oct. 13.—Advices received today from Mont Christi say that the investigation made by the Haytien commission into the killing of a number of Haytiens near the frontier, by Dominicans who were engaged at the authorization accorded to the Dominican government by Hayti to take the rebels in the rear, has had no result. The Dominican government informed the commissioners that it refused to be responsible for any acts of the rebels.

STEAMERS COLLIDE

New York Passenger Vessels in a Bad Mix-up—Two Lives Lost

Kingston, Oct. 13.—The passenger steamer Adirondack, of the People's Line, of Albany, and the Saratoga, of the Citizens' Line, of Troy, collided near Glasco, 12 miles north of this city, at 1:15 o'clock this morning.

The collision occurred in a dense fog which prevented the pilots of either boat from seeing the other. Both, it is thought, missed their bearings.

The Adirondack was on her way to Albany and the Saratoga was en route to New York. The Adirondack tore off the port side of the Saratoga, which listed to port, and her boiler went overboard and sank. Clarence Sherman, of Melrose, N. Y., an officer on the Saratoga, was killed, and George Norton of New York, on the Adirondack, is missing. Many passengers on the Saratoga were knocked down by the force of the collision, but the crews of both boats assisted in rescuing them, and later they were transferred to the City of Troy, landed at Tivoli and sent to New York by train.

The passengers on both boats became panic-stricken, and only for the coolness of the officers and crews of the boats was heavy loss of life prevented.

C. P. R. STEAMER ARRIVES FROM PORT OF HORROR

Empress of Japan Brings Details of Wholesale Drownings and Shipwrecks in Great Typhoon at Hongkong

"A JUNK lifted on a wave above, then it rolled over, and the bodies of its crew were bobbing in the water." This said an officer of the royal mail steamship Empress of Japan, which arrived yesterday from the devastated port, was but one of hundreds of the appalling incidents of that terrible experience in the typhoon at Hongkong on September 18.

The storm came without the usual warning, a belated signal gun being fired in no time to allow the great



Remains of the Steamer Changsha, which the Empress of Japan gave place two days before the typhoon.

water population to escape, and in two hours ten thousand lives, mostly Chinese, were drowned. The European dead totalled less than two dozen, among them being the Bishop of Hongkong, J. C. Hoare.

Forty-six steamers and sailing vessels were wrecked or stranded, some being completely demolished. Eighty per cent of the lighters and 50 per cent of the junks, sampans and native craft were lost, the waves running 30 feet high and swamping junk after junk or driving the craft to demolition.

property loss ashore was also great, being estimated at over \$20,000,000.

To avoid epidemic, haste was used in recovering the bodies, which were numbered and photographed in groups of eight for identification. Hundreds of coolies were employed digging graves, which were marked with tags corresponding to those on the bodies. The scenes were sickening, and dead were picked up by hundreds and carried in loads to the morgues, the supply of wagons for this purpose being scant.



Remains of the French torpedo destroyer Frode after collision with the C. P. R. steamer Montague.

against the Praya. The fury of the waves dashed against the sea-walls battered body after body into shapeless masses.

The scenes were awful. The most terrible were witnessed from the Praya, men, women and children being battered to death within a few feet of safety, and none could prevent the shocking fate of the unfortunates.

Fine liners, riding at anchor a few moments before, were lifted high on shore and wrecked.

The Empress of Japan escaped by a

The typhoon was the worst in the history of Hongkong, surpassing in its awful scope those of 1841 and 1874, which were accompanied by great loss of life and much damage to shipping.

Dawn broke grey and dull on the morning of September 18 this year, and the weather report had it "Variable winds, moderate, perhaps some thunder showers." At 8:05 a typhoon gun was fired and a black ball dangled from the yard of H. M. S. Tamar.

Immediately there was a scene of bustling activity among the junk and



C. P. R. steamer Montague, ashore after collision with two French torpedo destroyers.

sampans people, for the typhoon shelter. The wind was comparatively light but sudden black squalls blew and heralded the rapid approach of the cyclone. Usually it is possible for the smaller craft to make the typhoon shelter in safety, but this time the typhoon gun is heard and the full fury of the gale has burst on them.

Springing from the west at 8:30, the typhoon had begun, and the retreat of the native floating population was shut off. The waves came in like the hooves of the storm like sheep in a slaughter-pen. The big liners, which have usually been managed by the aid of skilful handling to ride out the typhoons, had made everything snug and waited the onslaught with a certain degree of anxiety but full confidence in the ability of the navigating officers to fight the attack. They had little time before they were in a position to see that they were to meet probably the worst typhoon which had struck the colony for many years. Most of the liners were at their moorings in the centre of the harbor, the river-boats were racking at their ropes tied to the Canton and Macao wharves; the miserable sampans people were huddled together in batches, half a hundred boats packed helplessly together here and another half huddled there, waiting for the inevitable.

At nine o'clock or there by the wind roared; rain had become dagger darts biting with the sting of a 60-mile gale. Rapidly the sea swelled and joined in the gale, the waves came in like the height of the princely houses along the Praya front. Trees were uprooted with giant force and flung into the streets. The soda chairs from the higher levels were being swept from point to point, the coolies powerless to withstand the force of the gale, being tossed to and fro like leaves in the breeze. Gates and shutters were caught up and swept into the streets so that a perfect avalanche rattled and crashed over the lives even of those who had secured safety in houses.

But a terrible scene was being enacted in the harbor, to the horror of all spectators. There lives were being sacrificed by the score. The gimcrack sampans and the unyielding banks were turning bottom upward all over the harbor. If they attempted to reach the Praya they were caught in bunches, and flung with ungovernable rage against the stone coping, and everyone on board given to the inevitable fate of the sea. Nothing could be done to save them; they were beyond help, and people on land could only look on at the agonizing faces of the native crews. It is impossible to say how many boats have gone down—they simply disappeared in crowds and, of course, not one was saved.

The typhoon was only of about two hours' duration but its career was catastrophic. It came down with a swiftness that could scarcely be imagined and it raged with a ferocity which carried everything before it. Practically a score of constant steamers were either at the bottom of the sea or almost hopelessly damaged; two British gunboats were disabled; a French gunboat was incapacitated; every wharf in Hongkong and Kowloon was damaged, the native matting grounds being wrecked and scattered to the winds, while the native craft it is heartrending to speak. Great cargo junks went down on all sides, the sampans mostly all disappeared and native women were weeping and wailing as the Praya. The harbor wall was already a mass of wreckage when the wooden craft had been smashed to splinters.

It was soon seen, as the force of the typhoon increased, that the larger vessels, the liners and river-boats, were faring no better; shipmasters were having the struggle of their lives to save their craft. On the Kowloon side the danger was greatest. It seemed as if every steamer must be lost. The C. P. R. steamer Empress of Japan, which had been moored against the Kowloon Dock Company's wharf, had two days before given place to the steamer Changsha. The Changsha was a wreck, lying submerged against the wharf, while the Empress of Japan, with a tug to keep her head to the wind, rode out the storm. The experiences of those on board the Empress were unerring.

The C. P. R. steamer Montague suffered more. That vessel was lying in the stream, when she broke adrift at 8:30 a. m. and drove before the wind toward the shore, colliding with the two French torpedo-boat destroyers Frode and Montague. The other French destroyer was driven against the wall to the south of the camber and is a total wreck. Three warrant officers and one seaman lost their lives.

The American sailing ship S. P. H. was driven against the wall at the same place and suffered much damage to her starboard quarter. Just off the new Star Ferry pier one of the Canton boats was sunk, with only the funnel and tops of the davits above water. One of the other French destroyers lost her mast, but the other two sustained little or no damage.

H. M. S. Phoenix, sloop, in reserve, broke adrift from her moorings and was driven on to the wall by the force of the Montague. She is lying with her bows and starboard gunwale partly submerged, while her stern is high up on the wall. The vessel is a total wreck.

In all, forty-seven vessels were wrecked, stranded or badly damaged. The following is a list of the ships lost or damaged:

fortunate circumstance. Two days before the typhoon the C. P. R. ship Empress of Japan, which was at the Kowloon dock, and gave place to the steamer Changsha, which was battered against the dock and smashed to splinters; while the Empress, with the assistance of a Kowloon tug, rode out the gale.

The majority of the wharves are badly damaged, many wrecked completely, and all are smothered in heaps of piled debris.

The stench of the dead littered along the foreshore was awful, the work of recovering bodies being still carried on when the Japan sailed. The sight of mangled dead along the shore line and the floating bodies was terrible. The

which was battered against the dock and smashed to splinters; while the Empress, with the assistance of a Kowloon tug, rode out the gale.

The majority of the wharves are badly damaged, many wrecked completely, and all are smothered in heaps of piled debris.

The stench of the dead littered along the foreshore was awful, the work of recovering bodies being still carried on when the Japan sailed. The sight of mangled dead along the shore line and the floating bodies was terrible. The

At nine o'clock or there by the wind roared; rain had become dagger darts biting with the sting of a 60-mile gale. Rapidly the sea swelled and joined in the gale, the waves came in like the height of the princely houses along the Praya front. Trees were uprooted with giant force and flung into the streets. The soda chairs from the higher levels were being swept from point to point, the coolies powerless to withstand the force of the gale, being tossed to and fro like leaves in the breeze. Gates and shutters were caught up and swept into the streets so that a perfect avalanche rattled and crashed over the lives even of those who had secured safety in houses.

But a terrible scene was being enacted in the harbor, to the horror of all spectators. There lives were being sacrificed by the score. The gimcrack sampans and the unyielding banks were turning bottom upward all over the harbor. If they attempted to reach the Praya they were caught in bunches, and flung with ungovernable rage against the stone coping, and everyone on board given to the inevitable fate of the sea. Nothing could be done to save them; they were beyond help, and people on land could only look on at the agonizing faces of the native crews. It is impossible to say how many boats have gone down—they simply disappeared in crowds and, of course, not one was saved.

The typhoon was only of about two hours' duration but its career was catastrophic. It came down with a swiftness that could scarcely be imagined and it raged with a ferocity which carried everything before it. Practically a score of constant steamers were either at the bottom of the sea or almost hopelessly damaged; two British gunboats were disabled; a French gunboat was incapacitated; every wharf in Hongkong and Kowloon was damaged, the native matting grounds being wrecked and scattered to the winds, while the native craft it is heartrending to speak. Great cargo junks went down on all sides, the sampans mostly all disappeared and native women were weeping and wailing as the Praya. The harbor wall was already a mass of wreckage when the wooden craft had been smashed to splinters.

It was soon seen, as the force of the typhoon increased, that the larger vessels, the liners and river-boats, were faring no better; shipmasters were having the struggle of their lives to save their craft. On the Kowloon side the danger was greatest. It seemed as if every steamer must be lost. The C. P. R. steamer Empress of Japan, which had been moored against the Kowloon Dock Company's wharf, had two days before given place to the steamer Changsha. The Changsha was a wreck, lying submerged against the wharf, while the Empress of Japan, with a tug to keep her head to the wind, rode out the storm. The experiences of those on board the Empress were unerring.

The C. P. R. steamer Montague suffered more. That vessel was lying in the stream, when she broke adrift at 8:30 a. m. and drove before the wind toward the shore, colliding with the two French torpedo-boat destroyers Frode and Montague. The other French destroyer was driven against the wall to the south of the camber and is a total wreck. Three warrant officers and one seaman lost their lives.

The American sailing ship S. P. H. was driven against the wall at the same place and suffered much damage to her starboard quarter. Just off the new Star Ferry pier one of the Canton boats was sunk, with only the funnel and tops of the davits above water. One of the other French destroyers lost her mast, but the other two sustained little or no damage.

H. M. S. Phoenix, sloop, in reserve, broke adrift from her moorings and was driven on to the wall by the force of the Montague. She is lying with her bows and starboard gunwale partly submerged, while her stern is high up on the wall. The vessel is a total wreck.

In all, forty-seven vessels were wrecked, stranded or badly damaged. The following is a list of the ships lost or damaged:

Sunk	Tons
San Cheong, Br.	1,000
Apenrade, Ger.	611
Sorsogon, Amn.	980
Kwongchow, Br.	1,000
Albatross, Br.	1,000
Perseverance, Br.	1,000
Montague, Br.	2,440
Hengshan, Br.	1,000
Kinshan, Br.	1,000
Changsha, Br.	1,463
Fatcha, Br.	2,280
Wingohai, Br.	1,000
Takling, Br.	1,000
Shanghai, Br.	1,000
Sun On, Br.	1,000
Phoenix, Br.	1,000
D. S. de Rosset, Br.	715
Fronda, Fr.	350
Francisque, Fr.	303
Sexta, et.	900

PREVENTS LANDING OF EAST INDIANS

Mayor Buscombe, of Vancouver, Sends Police to the C. P. R. Wharf

HINDU IMMIGRANT IS NOT WANTED

People of Terminal City Fear Trouble Similar to the Chinese Riots

VANCOUVER, B. C., Oct. 15.—Acting under instructions from Mayor Buscombe the Vancouver police are guarding the Dominion government's immigration detention shed on the waterfront to prevent the landing of the Hindus now held there.

The local objection to the Hindu immigration has reached an acute stage here and trouble similar to that which marked the Chinese riots several years ago is anticipated by many people.

The Pacific railway authorities that the city will not permit any additional East Indians to leave the detention shed until assurance is received that they will not become a charge upon the city. The mayor says he daily has applications for aid from scores of Hindus already here and who are in a starving condition.

The Empress of Japan brought in 117 Hindus this afternoon and none of them were allowed to land. Just what right the city has to take this stand will likely be the subject of legal controversy, but as might be right before such cases get to the courts, the police will probably have things all their own way for the time being.

It is claimed on one hand that the immigration act contains no clause which will permit the city to prevent the Hindus from spreading throughout the city. It is admitted that the act declares that any person who within two years from the time of landing in Canada proves a charge upon the community such person may be deported. However, it is held that to become a charge upon the community the person affected must first be allowed to land. The act says no indigent persons are to be admitted, but it is said that the Dominion medical health officer and not the city is appointed to pass upon that point.

Total Arrivals

Ottawa, Oct. 15.—According to advices which reached the department of trade and commerce today, the total number of East Indians who have arrived in British Columbia since January 1 is 1490.

COWAN NOT GUILTY

Quebec, Oct. 15.—The jury in the Cowan manslaughter case brought in a verdict of not guilty. The prisoner was discharged. Failure to convict Cowan leaves the tragedy of last July, at Louise, still a mystery.

WOMEN'S CHOICE

Hamilton, Oct. 15.—The convention of the National Council of Women of Canada has practically decided to elect Lady Edger of Toronto, widow of Sir James Edger, president for the ensuing year. The next place of meeting will likely be Vancouver, B. C.

LABOR PARTY IN WINNIPEG

Winnipeg, Oct. 15.—The Trades and Labor Council tonight convened a meeting at which it was decided to form an independent political organization to be known as the Labor party and framed along the lines suggested at the Trades Congress recently held in Victoria.

Wrecked	Tons
Johanne, Ger.	952
Stratford, Br.	377
Petrarch, Ger.	1,638
Emma Lyken, Ger.	1,128
Sp. S. P. Hitchcock, Amn.	2,806
Prins Waldemar, Dan.	237
Deragonen, Ger.	1,057
Quinta, Ger.	847
Stratford, Br.	377
Coptic, Br.	2,000
Roadshire, Br.	1,820
Freeman, Br.	4,878
Tillman, Dan.	1,681
Sp. I. F. Chapman, Amn.	2,013
Chinkai Maru, Jap.	2,013

REV. SAM JONES DIES IN A SLEEPING CAR

Noted Evangelist Feels Unwell, Takes a Glass of Water and Collapses

LITTLE ROCK, ARK., Oct. 15.—Rev. Sam Jones, the well known evangelist of Carterville, Ga., died early today of heart failure in a sleeping car on a Rock Island train near Perry, Ark.

Mr. Jones had been conducting a most successful revival in Oklahoma City and left there last night for his home in Georgia. He desired to attend a family reunion tomorrow, it being the fifty-ninth anniversary of his birth. Mrs. Jones and his daughters, Miss Annie Pryor and Miss Julia Jones, were with him when he passed away.

Mr. Jones arose from his berth in the sleeping car about 5 o'clock and complained of nausea. He drank a glass of water and immediately afterwards collapsed. Rev. W. Holcomb, who had been associated with Mr. Jones for years, took the dying man in his arms and in a few minutes the evangelist breathed his last. The body was embalmed and sent to Carterville this afternoon.