

## STORM CLAIMS MORE VICTIMS

### NEARLY SCORE OF DEATHS REPORTED

Property Loss Will Probably  
Total Several Million Dollars—  
Shipping Suffers

Nearly a score of deaths, several million dollars property loss and much suffering resulted from the violent weather of the preceding day, the storm which was the cause of the United States Saturday and Sunday morning. After an unusually warm November day, storms killed a dozen persons and injured more than a score. A cold wave almost immediately rolled over the wreckage of the storm and extended in a few hours to the Gulf coast and the Atlantic seaboard. Rain turned to sleet, interfering with telegraph and telephone wires and snow followed. Several persons were frozen to death by the cold, shipping on the Great Lakes was damaged and several boats were cast adrift.

The poor in large cities and the homeless in storm-swept regions suffered severely. The official weather forecast last night was for quick relief for the mid-west. The low temperatures began leaving rapidly eastward and southward.

From a point near zero the mercury began to rise yesterday with a probability of further rise to-day in the central states.

Storm on Lake Superior.

Chicago, Nov. 13.—The launch Evening Star and the barque Della, which were driven out on Lake Michigan Saturday night, were found floating with crews of 13 men, are both on the Michigan shore. The Della, after breaking her towline, was blown into South Haven. Last night, early to-day word was received by the Evanston lifesaving station from St. Joseph, Mich., that the Evening Star landed there safely.

The storm on Lake Superior was severe and it is feared several vessels have been lost.

The tornado which swept over parts of Illinois, Wisconsin and Michigan Sunday night, caused the death of nearly a score of persons. Near Janesville, Wis., eight are known to be dead, two are fatally injured and others may die. The property loss in the vicinity of Janesville has been estimated at \$1,000,000.

At Easton, Ill., two persons were killed and seven seriously injured. The town of Virginia, Ill., suffered a heavy financial loss by the tornado. At Owens, two persons were killed and one injured. The money loss there will reach nearly a half million.

The cold weather claimed another victim here to-day, making the third since the winter weather struck Chicago Saturday night. William Johnson, 49 years of age, was found unconscious from the cold on a North Side street, and died in a police ambulance while being taken to a hospital.

Launched Overboard.

Duluth, Minn., Nov. 13.—No word has been received of the yacht Sora, which is more than 25 hours overdue at the "Sora." She is a staunch steam-driven vessel, however, and it is believed she can ride out the storm.

Two to four below zero and fifteen to twenty below in the ranges tell the story of to-day's weather in this section. Very little snow fell at the head of the lakes, but high winds prevailed.

New York, Nov. 13.—The cold wave that closed into the Atlantic some of the balmy Indian summer weather over enjoyed, tightened its grip to-day and sent the mercury down to 24 degrees below. This minimum recorded at 8 o'clock this morning here. A fall of 24 degrees since 1 o'clock yesterday afternoon. The gale on which the night weather was ushered into town continued to-day at 38 miles an hour.

Several small boats were driven ashore outside New York harbor, and reports of marine disasters are expected.

The high winds have crippled wire lines and the telegraph lines to the west are doing business under great difficulties.

Rivers Frozen Over.

Lacrosse, Wis., Nov. 13.—The Black and Lacrosse rivers here froze during the night and the Mississippi partly froze over. This is the earliest closing of the rivers on record here. The temperature to-day stood at 8 below zero, making one of the coldest November days in many years.

Philippine Leader Dead.

San Francisco, Cal., Nov. 13.—News of the death of Miguel Malvar, former lieutenant-general of the Philippine insurgents and one of the cleverest leaders of the American army of occupation had to contend with, was received here to-day with the arrival of the army transport Logan from Manila. Malvar ranked in skill as a commander with Aguinaldo and Luna. He was his spur in the rebellion against the Spaniards in 1896.

Train Wrecked.

Winnipeg, Nov. 13.—The Grand Trunk Pacific express, due here Saturday night, was wrecked at noon, running into an open switch at Rivers, Manitoba. Escaping steam and frosty weather made it difficult for the engineer to see through. The engine and fireman jumped to safety, but thirty passengers were badly shaken. The mail and express cars were smashed, and the locomotive went over into the ditch.

## WOMEN UNABLE TO AGREE

Los Angeles, Nov. 13.—Unable to agree upon anything, the first women's jury to sit in Los Angeles was discharged. The case was that of L. F. Magoria, accused of having violated the speed ordinance, and on trial in Justice Forbes' court. It was a stormy day for the women jurors. After listening patiently for three hours to testimony and arguments, the jury at 12.30 was notified to get ready for luncheon. Twelve different eating places were selected by the twelve women. Then two said they did not want to go at all. In vain did Justice Forbes urge them to reach a decision for a place to eat. Finally at 1.30 o'clock he ordered them locked up again. The justice also lost his lunch.

At 5 o'clock, after four and a half hours' deliberation, the jury reported it was also unable to agree upon a verdict and the court ordered its discharge.

## ANOTHER PROTEST AGAINST WIDENING

Hon. J. S. Helmcken Again  
Writes Council Protesting  
Against Scheme

Another strongly-worded protest has been made to the city council by the Hon. J. S. Helmcken in regard to the proposed widening of Douglas street from Humboldt street through to Beacon Hill park. His letter was read at Friday night's meeting of the city council and is in the following terms:

"Your petitioner respectfully deposes that the land owners of Douglas street have never presented to your honorable body any petition asking for the widening of Douglas street, yet an official notice appeared in the Colonist of April 23rd of the present year to widen Douglas street from Humboldt to Superior street to a uniform width of one hundred (100) feet and to expropriate the property necessary for the purpose, and the council will proceed with the proposed improvement upon such terms and conditions as to the payment of the cost of such improvements as the council may by-law in that behalf regulate and determine.

"The meaning of the term widening is ambiguous and a very much debated question. Does the term widening mean or imply the word improvement used in the same advertisement?"

"According to the schedule for your city engineer's report, the expropriation of this land will cost sixty-two thousand two hundred and seventy-one dollars (\$62,271.00), which, however, has not been paid back again to your honorable body in fifty years by the expropriated; it follows that this sum of money can be intended for the widening of the road, seeing that the mere widening of Douglas street may merely mean putting back of fences. This cannot be considered by itself to be an improvement worthy of the cost. It follows then that the money (\$62,271.00) must be used for the purpose of improvement, i.e., the construction of the road, with sidewalks, retaining walls, drains, etc. Anyhow, what is to be done with the sixty-two thousand two hundred and seventy-one (\$62,271.00) dollars? Are they solely for the improvement of Douglas street from Humboldt to Superior street?"

"Your petitioner therefore humbly prays for himself and other expropriated land owners of Douglas street and citizens generally that your honorable body will explain what is meant by the term widening and improvement, and whether the widening and improvement will be made on the Douglas street paying therefor out of the \$62,271.00 or whether the construction of the road will be made an additional burden on the land owners of Douglas street. If the latter, what is to become of the \$62,271.00?"

"W. S. There are six land owners on the upper part of Douglas street who will in all have to pay \$1,284 per annum for fifty years. For what improvements?"

PULLMAN COMPANY.

Chicago, Nov. 10.—Charges of mismanagement in the Pullman Company have been made by the company's stockholders recently by Thomas F. Ellett, a stockholder, were withdrawn by him at the annual meeting. He said he had been mistaken.

A report read by President John S. Runkles showed that in the fiscal year ending June 30, 623,182,757 passengers had been carried in Pullman cars.

These directors were re-elected: Henry C. Hulbert, Robert T. Lincoln, Norman B. Ream, William K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, W. S. Webb, John W. Mitchell, Chauncey Keep and George E. Baker.

THREE JURORS SWORN IS.

Los Angeles, Nov. 10.—Two more talesmen were accepted as to cause in the McNamara murder trial yesterday. They are J. B. Sexton, real estate dealer, and Clark McLean, banker. Howard E. Sweeting, a hotel manager, was excused because of his opposition to conviction in capital cases on circumstantial evidence.

Western Freight Rates.

Winnipeg, Nov. 13.—The Winnipeg board of trade to-morrow will receive resolutions from the shippers section advocating a western branch of the board of railway commissioners and regarding prevailing western freight rates.

THE MINNESOTA AT KOBE.

Kobe, Japan, Nov. 13.—The steamer Minnesota of the Great Northern steamship line, which stranded on Kurishima Passages, off Shikoku island and later was floated, arrived here to-day. The Minnesota was bound from Hongkong for Seattle.

## MORE MONEY IS NEEDED FOR SCHOOLS

Representative of New Westminster Trustees Meets  
City Council

New Westminster, Nov. 11.—The city council and the board of school trustees, at a joint meeting, came sharply up against a proposition that New Westminster is lacking in school accommodation. The city council was present almost in full strength; the board of school trustees was represented by Dr. T. B. Green.

Dr. Green asked that the council guarantee the sum of \$14,357, which is necessary for the building of an addition of a wing of four rooms to the Sapperton school now being built. He spoke of the increase of school attendance all over the city, and pointed out that by the time the building of the new eight-room school at Sapperton is completed it will be too small to accommodate the pupils.

City Solicitor Martin said he must have regard to the legal bearing of the

## TWO BOYS WOUNDED.

Orillia, Ont., Nov. 13.—When George Orillia, aged 16, was loading his rifle, it was accidentally discharged, the bullet going clean through the body of James McDonald, aged 8, an inch below the heart, and lodged in the thigh of William Doolittle, aged 7. Both boys will recover.

## AVIATOR RODGERS SUSTAINS INJURIES

Plunges to Earth While Trying  
to Complete Ocean-to-Ocean Flight

Pasadena, Cal., Nov. 13.—Suffering from concussion of the brain and still unconscious, Aviator C. F. Rodgers was unable to tell anything regarding the accident, which nearly cost his life at dusk yesterday while he was trying to complete his ocean-to-ocean flight. He cannot talk coherently and there has been nothing but surmise so far and it is supposed he lost control.

## WHEN IS A TRAIN NOT A TRAIN?

Problem for Appeal Court in  
Action Against Railway  
Company

Vancouver, Nov. 11.—"When is a train not a train?" was the rather puzzling question put before the court of appeal in the case of Helson vs. the Morrissey, Fernie and Michel Railway Company. Mr. McTaggart argued the appeal on behalf of the plaintiff Helson, who was injured by a train while crossing the tracks in a vehicle near Fernie. Helson found some "dead" cars standing on the track and made a detour to get around the back of them. As he was doing so a freight train came shunting along and coupled to the "dead" cars. The impact jolted the cars against Helson's rig, throwing him out and causing injuries from which he has not yet completely recovered. He brought suit for damages against the railway company, but the court, composed of Mr. Justice Morrissey and Mr. Justice McRae, found for the railway company.

## FOWLERS' FLIGHT.

El Paso, Tex., Nov. 11.—Beaten for the moment by the sand at Mastodon, N. M., 15 miles west of here, in which his aeroplane stuck when he landed last Sunday, Aviator Robert G. Fowler will attempt to resume his transcontinental flight next Sunday from the top of a railroad "push" car. Should he be successful he will have established a record for the most unique starting point of an aviation flight.

After nearly a week spent attempting to dig his machine from the heavy desert sand, which prevented him from getting the running start necessary to take to the air, Fowler gave up the task yesterday, and the machine will be taken apart and reassembled on the hand car on a nearby railroad.

Men will push the car along the track at full speed until sufficient momentum is acquired, when the motor will be started, and Fowler will attempt to rise.

MAKES GOOD SPEED  
ON HER TRIAL TRIP

New Government Tug Point  
Ellice Averages 12 Knots an  
Hour—Is Fine Vessel

Making an average speed of twelve knots an hour, which is slightly better than the specifications called for, the new tug Point Ellice, built by McDougall-Jenkins Engineers, Limited, at North Vancouver, for the Dominion Government, underwent her official trial trip on Saturday afternoon on Burrard Inlet. Following the successful performance of the new vessel, H. A. Bayfield, superintendent of the dredging service of British Columbia, and also designer of the boat, formally accepted the Point Ellice for the builders.

The Point Ellice, which, with the exception of her boilers and engine, is a complete Vancouver product, is 91.6 feet long, has a beam of 20 feet and a moulded depth of 12.9 feet. The high pressure cylinder has a 15-inch stroke and the low pressure cylinder is 34-inch, the engines being built by Ross & Duncan, of Glasgow. The diameter of the stroke is 24 inches and the engine will develop 500 horsepower, operating in these waters. She carries good stores and will be able to handle herself and her tow in any kind of weather.

In addition to embracing all the proved advantages of tugboat construction the Point Ellice is replete with devices which experience in these waters has shown to be of great help. Early last spring the Dominion Government awarded a contract to the McDougall-Jenkins firm for the construction of the new tug. She is to act as a tender to the big bucket dredge Mastodon, which left Alberni last Friday for Vancouver to complete work in the Pitt Narrows. For several months the Mastodon has been engaged in dredging in the Alberni Canal awaiting the completion of the tug which is to tow the barges to sea.

THE McNAMARA CASE.

Indianapolis, Ind., Nov. 11.—The federal grand jury will devote the larger part of next week, it was said yesterday, to further investigation of allegations that John J. and James B. McNamara, O. H. McManigal and others were engaged in a conspiracy illegally to transport explosives from state to state. Many witnesses are to be examined. Accountants and stenographers were busy yesterday with the records of the International Association of Bridge and Structural Iron Workers in an ante-room of the grand jury's chamber. Accountants and county officials who had charge of the iron workers' books before they were turned over to the federal authorities, and who are defendants in a replevin suit for the books filed by the association, were ordered by the Circuit Court yesterday to answer on November 13.

MINISTER FLEES.

Tokio, Nov. 11.—Wang Hsian, the Chinese minister to Japan, has left his official residence here for parts unknown, in order to avoid a meeting with the 300 Chinese students who are here. The students have been left without funds, owing to the cessation of remittances from Peking. Thursday the students began looking for Minister Wang. When they found that he had left they took possession of the legation and have been in undisputed charge there ever since.

Minister Wang formerly was secretary of the Chinese legation at Washington, leaving that post in 1905 to become Chinese minister to Great Britain. He was appointed minister to Japan a year ago.

The revolutionary state in China aroused great enthusiasm among the Chinese here. Revolutionary flags are already on sale and every ship is flying the flag.

LEAPS INTO FIREBOX.

Marshfield, Wis., Nov. 11.—Frank Getzinger, 23 years old, a patient at the Wood county asylum for the insane, committed suicide by throwing himself head first into the firebox under the asylum boiler. He suffered from a delusion that he was a divine being and was "hunting for the devil."

KILLED BY EXPLOSION.

Albuquerque, N. M., Nov. 11.—C. L. Wright, superintendent of the Pacific Coast Gypsum Company plant at Laguna, N. M., was instantly killed yesterday by the explosion of ten sticks of dynamite, which he was attempting to thaw. His body was hurled through a solid stone wall.

According to the New York state labor department, more men in that state are out of work than at any time since the panic of 1907.

## LINERS REMAIN IN PORT OVER NIGHT

SUVERIC AND CHICAGO  
DID NOT PUT TO SEA

Night Was Dirty and Heavy  
Storm Was Predicted—Both  
Cleared With Large Cargoes

(From Mondays' Daily.)

Low barometer, indicative of heavy weather, were sufficient to induce Capt. Cowley of the West liner Suveric, and Capt. Goto of the Osaka Shosen Kaisha steamship Cargo Maru, to remain in port last night, and it was not until early this morning that the two trans-Pacific vessels sailed from the outer docks for the Orient. The former, which arrived here at 6.30 o'clock last evening, cleared at 7 o'clock this morning, and the Maru, which arrived at 2.30 o'clock, left at 6.30 o'clock.

When the time for the departure of the steamships had arrived the glass did not look good to the trained eyes of the captains. Here it was blowing considerably and a heavy rain fell, but outside a terrific gale was raging. On Saturday night warning of an impending storm which would prove disastrous to ships at sea was flashed by the weather bureau to shipping points and stations along the Pacific Coast. The warning prophesied high south-east winds entering over Vancouver Island, and declared that no abatement could be expected until late Sunday or Monday. Skippers were warned to remain in harbor. Taking this into consideration and the low barometer the captains decided to spend the night in port.

Aboard the Chicago Maru was a cargo valued at \$638,603, including a shipment of 5,000 bales of raw cotton worth \$230,000. Her monster holds were filled to their capacity with large consignments of freight, and the vessel was delayed one day in sailing owing to the time taken in loading the cargo. Besides her valuable shipment of cotton she also had much flour.

At Tacoma she loaded 9,884 barrels valued at \$32,575, and at Seattle 11,000 barrels valued at \$44,000, making the four shipment total 20,884 barrels valued at \$33,575.

The steamer has 25 cases of locomotives valued at \$25,000; 8,000 cases of canned salmon valued at \$30,000 and 1,865 cases of salt fish valued at \$10,000. She has the usual large shipment of condensed milk, cotton clothing, sewing machines, automobiles, machinery and canned goods. The Tacoma cargo is valued at about \$50,000 and the Seattle cargo at \$76,393.

At this port the Maru took on 51 Japanese, 10 Chinese and 9 Hindus as crew.

The call of the Suveric was the first made by that liner for nearly a year. On their outward bound trips the steamships clear from Vancouver, and do not wait at the outer docks but as there were 14 Chinese booked on her she tied up here. The Suveric also had a capacity cargo, having loaded about 10,000 tons at Portland, Tacoma, Seattle and Vancouver.

SEATTLE POLICEMAN SHOT.

Assailant, Who Is in Custody, Says He Thought He Was Shooting at a Tramp.

Seattle, Nov. 11.—Patrolman Herbert C. Smith was shot in the arm and in the back this morning at 2.15 o'clock by Frank Misolotti, from his home, 1311 Sturges road. Misolotti says he thought he was shooting at a tramp. Smith will probably recover. Smith stopped across the street to the house of Henry Christ and telephoned for the patrol wagon. He was taken to the city hospital.

Smith says he had reached the end of his beat and had started back toward town when he encountered some dogs barking at him on the sidewalk. He picked up a stick and threw at them. As he did so, he says he became the target for five shots. At the first he turned around in time, he said, to see the flash of a revolver, at the last shot. He says it was Misolotti who was his assailant. Misolotti was arrested.

Patrolman Smith was engaged in a running battle with two thugs on Boylston avenue, near Denny Way, Thursday night, in which his companion, Patrolman Judson T. Ravish, was shot and instantly killed. John Ford, bandit, died of his wounds after he was captured and sent to the prison.

FIRE IN LEPER COLONY.

Los Angeles, Cal., Nov. 11.—A fire originating in the leper colony at the county hospital here yesterday threw 650 patients, or the entire institution, into a state bordering upon panic before the flames were extinguished. The fire occurred in separate tent houses which comprise the leper colony in which there are only two patients at present.

Miss Christine Bellows, a nurse, saw the flames and spread the alarm. Doctors, nurses and all hospital attaches aided in putting out the fire and in quieting the nerves of the hundreds of patients who feared the main hospital buildings would be burned.

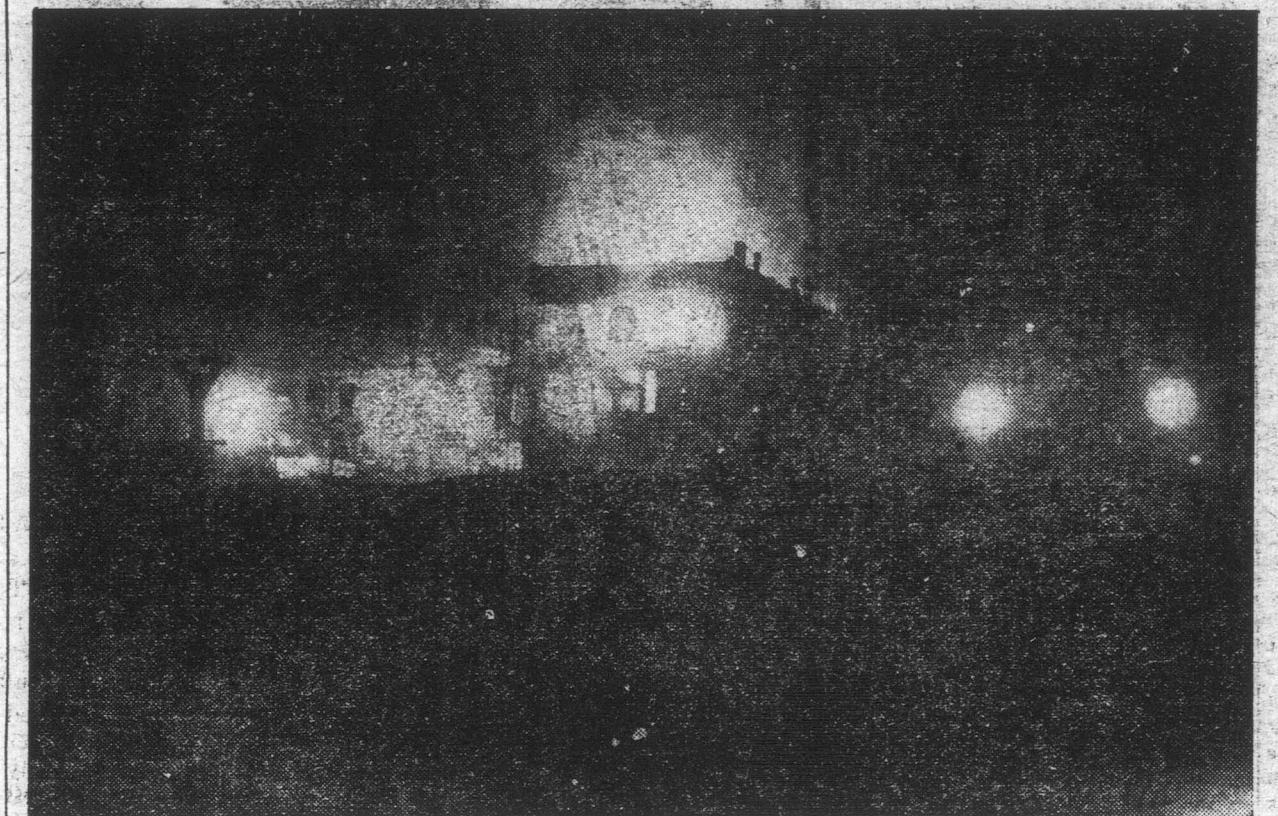
SOLICITOR RESIGNS.

Calgary, Alberta, Nov. 13.—R. B. Bennett resigned Saturday as C. P. R. counsel for Alberta. The announcement was made to-day. Senator Loughheed, his partner, also severs all connection with the C. P. R.

DIED.

KURTZ—At St. Joseph's hospital, on the 8th inst., Martha Mary Sarah Kurtz, widow of the late David Kurtz, aged 80 years, and a native of England.

PEIRSON—On Wednesday, Nov. 8, Joseph Peirson, a native of Stokesley, Yorks., Eng.



SATURDAY'S FIRE  
Fire in T. N. Hibben & Co.'s building at its height.

question. His interpretation of the act was that the school board had to prepare its estimates of expenditure at the beginning of each year. The city council asked the ratepayers to approve of school expenditure once every year. There was no provision made in law for the exceeding of that expenditure. It was legally beyond the power of the city council to approve of extraordinary expenditures other than once a year.

Alderman Lynch, seconded by Alderman Campbell, had proposed that the school board be empowered to determine the cause of the explosion and fire which wrecked the Los Angeles Times building a year ago with a loss of 21 lives. Whether James B. McNamara, through the use of dynamite, brought about these deaths, will be largely a question of expert testimony, added to the common sense of jurors, it was said Saturday. The defense, it became known, would seek to show that the big steel plates were twisted out of shape by a fire, and by fire alone. Dynamite, it is contended, would not have been used, as the charge was large enough to do material damages anywhere.

The position of the state in this, and in other questions, is being guarded carefully, but it is said that the theory that a moderate explosion of dynamite ignited a store of gas liberated by a purposely broken pipe, causing the disaster, may be followed.

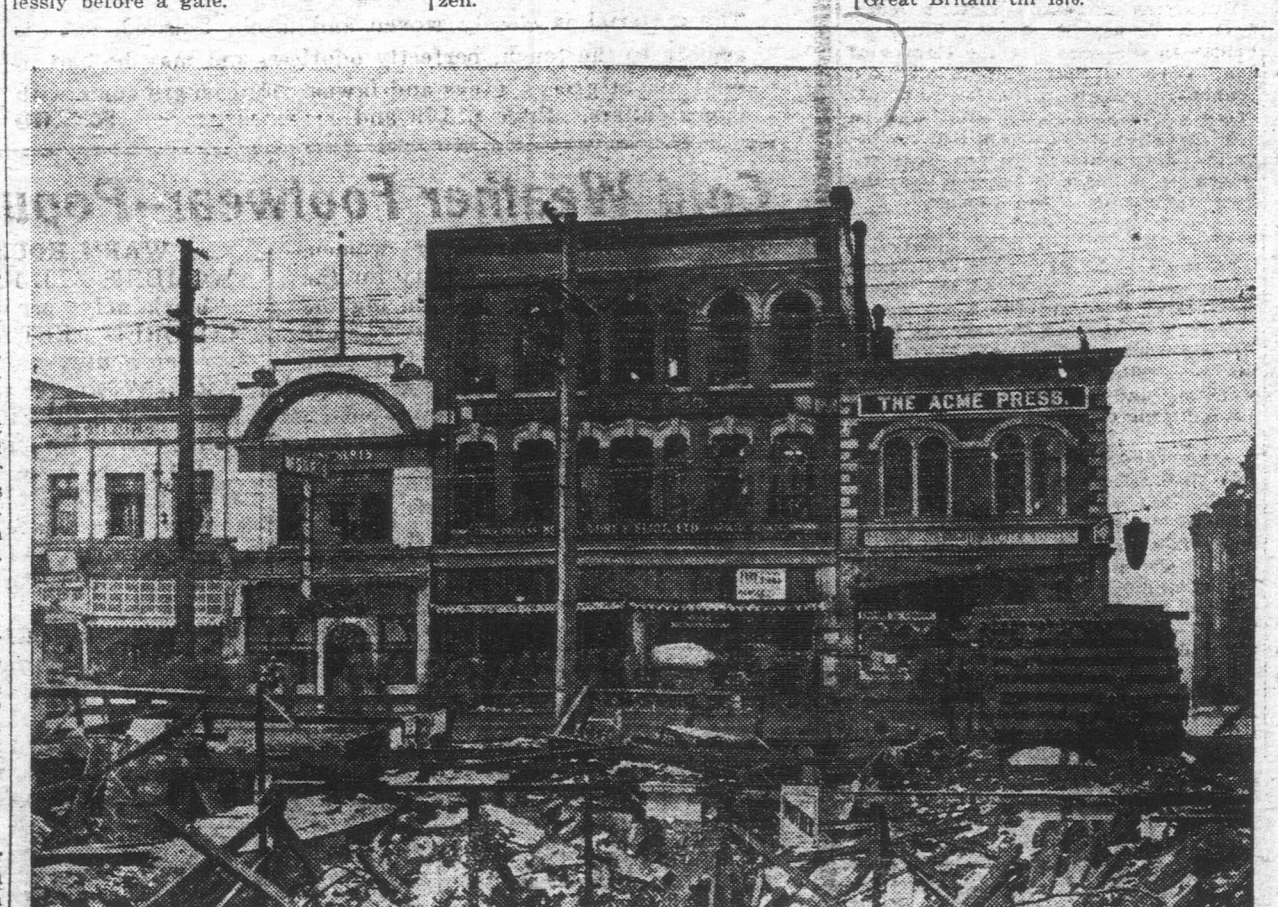
Officials of the state attorneys' office declined to discuss reports from Cincinnati of the location of a cache of dynamite by George Eckpoff, a citizen.

HUNTER BLEEDS TO DEATH.

Buckley, Wash., Nov. 13.—Arthur Gilkeson, one of the best known young men in this section, died to death from wounds inflicted by the accidental discharge of a shotgun with which he was hunting in the woods a few miles from here.

Gilkeson's companion hurried to Buckley and summoned doctors, but when they arrived Gilkeson was dead. The wounds, which were in the right leg, would not have been serious if the victim could have been attended immediately.

The half-penny postcard was not used in Great Britain till 1870.



SATURDAY'S FIRE  
T. N. Hibben & Co.'s building after conflagration.