

The Semi-Weekly Colonist.

VOL. L. NO. 350.

VICTORIA, B. C., FRIDAY, MAY 6, 1910.

FIFTIETH YEAR

SAY FAREWELL TO EARL GREY

Address Presented by Houses
of Parliament to Retiring
Governor-General After Pro-
rogation Ceremonies

CLOSING BUSINESS WITH FEW MEMBERS

Hon. H. R. Emmerson Asks
About Conditions for Enter-
ing Canadian Navy—I. C. R.
Branch Lines Bill Amended

OTTAWA, May 4.—Parliament was prorogued this afternoon by His Excellency Earl Grey, whose tenure of office as governor-general will have expired before another session. There were no customary military cere-
monies attending his departure.

After delivery of the speech from the throne and the formal prorogation ceremonies had ended, the "bar" of the Senate was removed and the members of Parliament were invited to the floor of the Red Chamber to witness the presentation of the fare-
well address to His Excellency. The address, which conveyed expressions of goodwill and appreciation to Earl and Countess Grey, on behalf of the people of Canada, was adopted by the two houses yesterday. It was read in English by Speaker Kerr of the Senate and in French by Speaker Marcil, of the Commons.

When the Commons met this morning there was a slim attendance of members. Messrs. Pugley, Graham and Taylor were appointed a committee to represent the house at the conference with the Senate in regard to the difference which arose over the re-
fusal of the Commons to accept the amend-
ments made by the Senate to the I. C. R. branch lines bill. Hon. Mr. Graham later announced that the Senate and Government had agreed to drop the amendments to the bill and a committee had been ap-
pointed to consider what changes had been adopted. This measure, along with several other bills, was put through by the deadlock in Mincing Lane.

AT SMALL PAY FOR LONG HOURS

Men in Bethlehem Steel Works
Labor Under Conditions
That Appear Much Like
Slavery—Bureau Report

WASHINGTON, May 4.—The report of the Bureau of Labor on conditions at the Bethlehem Steel Works of South Bethlehem, Pa., which was submitted to the Senate today, says that 2,322 men worked 12 hours a day for seven days a week, a large percentage of these laborers earning only 12½ cents per hour.

"While a very large percentage of the force had a regular working day of twelve hours for the entire seven days a week, a large part of the skilled workmen had approximately a 10-hour day, six days of the week," accord-
ing to a summary of the report. A large number of these workers labored eight hours a day were required; it was stated, to work overtime on week days and to do additional work on Sundays, and it was their protest against this exten-
sion of time and the requiring of work on Sundays from the unskilled who had the shortest hours that led to the strike which began on Feb. 4.

The men with the shorter hours were paid considerably less than those with the longer hours, resulting in their speeding up, and they claimed that their work was carried on at such high pressure and overtime and Sunday work was an undue tax on their strength. They advanced the further claim that unless free access were given to the prison yards the Sunday work ultimately would lead to the twelve hours day and the seven week into effect throughout the entire plant.

Cannons Win Ten Miles Race

AMHERST, N. S., May 4.—Fred L. Cameron won the ten miles race last night with J. Corkery of Toronto second and J. J. Horrigan of St. John third. Bill did not start. The winner's time was 54 mins. 13 secs. Corkery being ten seconds slower.

Chester Cup Race

LONDON, May 4.—Underwriting ar-
rangements are understood to have been completed in connection with the Canadian government 3½ per cent loan of \$25,000,000.

War Office Parsimony

LONDON, May 4.—Several territorial army associations are denouncing the war office parsimony. The Mon-
mouthshire association has resolved that further administration is im-
possible without a thousand pounds

Well Known Traveller Dead

WINNIPEG, May 4.—Wm. C. Mc-
Lean, a well known commercial trav-
eller, who has been on the road for
the J. H. Ashdown Hardware Com-
pany for the past six years, died this
morning. He had been confined to
his home for a month past suffering
from tuberculosis.

Trade of St. John

ST. JOHN, N. B., May 4.—The total value of exports through the Port of St. John for the winter just ended is \$24,395,234, an increase of \$20,000 over last season, and making a new record. Cattle shipments as com-
pared with last year fell off more than a million dollars in value, and shipments of American goods declined, but the general Canadian exports showed a \$1,200,000 increase. The sea-
son opened with prospects for a big record, but then a decline marked the later stages. Grain shipments were more than 5,000,000 bushels, a gain over last year.

Mexican Elections

MEXICO CITY, May 4.—Excitement prevails throughout Mexico today prior to the national primary election which takes place tomorrow. The government has employed every means to ensure orderly elections and maintain peace, but already several minor disturbances have taken place. The clerical party is to be the chief vice-presidential nomination and today it appears probable that Senor Cervantes Diaz is assured. Serious charges are being brought by both factions in an endeavor to hurt the chances of success for the other side.

Turkish Deputies Relent

CONSTANTINOPLE, May 4.—The Chamber of Deputies today reversed its recent action and voted to make the usual grant of 2,180 pounds Turkmenistan to be the chief vice-presidential nomination. In consequence of today's decision the ministers have withdrawn their resignations, which were offered in protest against the original ac-
tion of the deputies.

PATHETIC SCENE AT MURDER TRIAL

Little Children Give Evidence
That May Send Their Father
to Scaffold—Case Comes
Up at Vancouver Assize

PRISONER CHARGED WITH WIFE MURDER

Alleged Crime Committed at
Prince Rupert by Swedish
Laborer—Listens Stolidly to
Narratives of Children

Rubber Market Collapses

LONDON, May 4.—A situation un-
precedented in the annals of the com-
merce of the cities and at the
nightly sales in the continental sales
rooms in Mincing Lane yesterday: About 180 tons of plantation rubber
that was offered for sale in various
lots by ten different brokers was
withdrawn. After a considerable
amount of discussion and negotiating
between the buyers and sellers, an
arrangement was reached by which the
whole of the unsold rubber will be of-
fered again on Monday, and in the
meantime none of the lots will be of-
fered by private treaty. An
explanation was given that the selling
brokers were confident that the
American demand for rubber would
force the prices up to a price equal to
the recent record sales, the stocks
on hand in America being said to be
very low. The market in rubber
shares was naturally depressed by the
deadlock in Mincing Lane.

AT SMALL PAY FOR LONG HOURS

Chief Engineer Pettigrew and
Fourth Engineer Falconer
Badly Scalded on the Steam-
er Princess Royal

As a result of an accident in the en-
gine room of the Princess Royal, as
she was entering Vancouver harbor at 10 o'clock yesterday morning from Skagway, and northern B.C. ports,
Chief Engineer Pettigrew, of Victoria,
one of the oldest engineers in the em-
ploy of the company, and Fourth En-
gineer Falconer, of Vancouver, who
recently joined the steamer, were con-
veyed to the General Hospital at Van-
couver by an ambulance called to the
wharf by wireless messages from the
steamer. Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve. The engineer
had to do this before they could
make their escape, and meanwhile
they were scalded. Falconer slipped and fell in the cold plumes to
the engineroom plates so heavily that his elbow was dislocated. They were suffering from
shock when suddenly she ran out on the
water, followed by the father, such a
sharp scalding, however, that he ran to
the neighbors. The father, the father
showed the mother off the porch, and the
little boy said he saw his father jump on
the mother lying on the ground and
threw her from place to place. Later
he heard the neighbors say their father
had killed their mother.

C. P. R. TRAIN SERVICE

Two Trains Each Way During Com-
ing Summer—Seattle to St. Paul
Through Trains

VANCOUVER, May 4.—The summer
transcontinental time table of the Can-
adian Pacific railway will probably be
superior to Sunday, June 5, Gen-
eral superintendents of all divisions of
the time schedule as it affects the
operations of the transcontinental line
over which they have jurisdiction. It
is expected that the draft time-table
will be completed and approved about
May 15.

According to the plans now being
worked out, there will be two trans-
continental trains each way daily
between Vancouver and Montreal, making
four trains in all every day of the week.

This was the arrangement in effect last
year. One train will leave Vancouver
in the morning and another in the
afternoon, and there will be morning
and night arrivals from Montreal.

The C. P. R. will operate a daily
train service each way between Seattle
and St. Paul via Mission Junction and
the Soo line, the running time to be
about the same as last year. A spur
will be maintained between Van-
couver and Mission Junction to connect
the latter point with trains to and
from St. Paul.

Stokers' Long Hours.

OTTAWA, May 4.—The local stoker's
union have applied under the
Lemieux act to have an arbitration
board appointed to investigate the
differences between the Ontario Gas
company and the stokers at the
works. Last evening the night gang
of seven stokers were dismissed but
tomorrow were pending the arbitration.
The men now work, they
say, 16 hours a day one week and 10
the next.

Mexican Elections

MEXICO CITY, May 4.—Excitement
prevails throughout Mexico today prior
to the national primary election which
takes place tomorrow. The govern-
ment has employed every means to
ensure orderly elections and maintain
peace, but already several minor dis-
turbances have taken place. The cler-
ical party is to be the chief vice-presi-
dential nomination and today it ap-
pears probable that Senor Cervantes
Diaz is assured. Serious charges
are being brought by both factions in
an endeavor to hurt the chances of
success for the other side.

Turkish Deputies Relent

CONSTANTINOPLE, May 4.—The Chamber
of Deputies today reversed its recent
action and voted to make the usual
grant of 2,180 pounds Turkmenistan
to be the chief vice-presidential nomi-
nation. In consequence of today's
decision the ministers have withdrawn
their resignations, which were offered
in protest against the original ac-
tion of the deputies.

Successful Y. M. C. A. Campaign

TORONTO, May 4.—Y. M. C. A. cam-
paigners have raised \$490,386.65 in five
months, which is a world's record. They
expect to complete the \$500,000 fund
inside of nine days.

Conductor Injured

KENORA, Ont., May 4.—Last even-
ing Harry Johnson, of this place, a
well known passenger conductor, met
with a serious accident. While dis-
mounting from an engine which had
just been taken from the passenger
train, he struck against a switch
stand and was thrown under the
tender, one wheel of which passed
over his right arm, crushing the
bones below the elbow. Amputation
will probably be necessary.

Pugilism in Paris

PARIS, May 4.—Harry Lewis to-
night knocked out Peter Brown of
England in the third round of a 20
round contest. The purse was for
\$1,000.

BURNS INVITED TO OLD COUNTRY

London, May 4.—An offer has been
made to Tom Burns to come to Eng-
land and do some business for the
National Sporting Club. Ever since
Burns won the decision from Bill Lang,
the Australian heavyweight champion,
there have been expressions of dissatisfaction.
If Hugh McIntosh had not referred
to the English sporting men,
would not have accepted the verdict
at all.

Sportsmen look upon Canadian Tom-
burns as a "lemon picker."

Burns, the man whose defeat by
Jack Johnson caused that pugilist to
lose the title of heavyweight champion
of the world and afforded him an opportunity
to fight James T. Jeffries.

Johnson met Lang at Melbourne on
February 19, 1908, and easily whipped
the Victorian pugilist, who had
been fighting in Sydney, on December 23, 1908, Johnson
defeated Burns, who had claimed the
heavyweight title since it was relinquished
by Jeffries. This fight was stopped in
the fourth round when Burns was practically helpless.

Lang had won the Australian title
knocking out Bill Squires, his fol-
lowing countryman, on October 26, last.

ST. VYES BEATS ACROSE

WINNIPEG, May 4.—Henri St.
Vyes, the game little distance
runner, demonstrated at the Minto
theatre Rink last night that he was
the superior of Paul Acrose, by de-
feating the Indian at 15 miles by
over half a mile. Time, 1 hour 26
minutes 36 seconds.

DAILY WOMEN CONTEST

LONDON, May 4.—Entries for
the Daily Mail's Empire day com-
petition number 64, including 138 from
Australia, 68 from Canada, 47 from
South Africa and 104 from British
Isles.

The Mail says that cost and lack of
entry have lessened the popularity
of shooting in England and how
countries backwardness will cre-
ate a bad impression on other states of
Empire.

Engineering Hurt
On Princess

Chief Engineer Pettigrew and
Fourth Engineer Falconer
Badly Scalded on the Steam-
er Princess Royal

As a result of an accident in the en-
gine room of the Princess Royal, as
she was entering Vancouver harbor at 10 o'clock yesterday morning from Skagway, and northern B.C. ports,

Chief Engineer Pettigrew, of Victoria,
one of the oldest engineers in the em-
ploy of the company, and Fourth En-
gineer Falconer, of Vancouver, who
recently joined the steamer, were con-
veyed to the General Hospital at Van-
couver by an ambulance called to the
wharf by wireless messages from the
steamer. Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew and Engineer Falconer were
badly scalded about the legs and lower
part of their bodies, before they
could get out of reach. The escaping
steam filled the engine room for a few
minutes before it could be shut off
at another valve.

Both men were badly
scalded, particularly about the legs,
and Falconer dislocated his elbow as a
result of a fall when he scrambled out
of the engine room to escape the es-
caping steam. The accident was due to
a broken valve. Steam and water
broken valve, and Chief Engineer Pe-
tigrew