

HARMONY REIGNS IN THE CABINET

REPORTS OF DISSENSIONS IN MINISTRY DENIED

Followers of Asquith Are Worried by Redmond's Declaration

London, Feb. 12.—The political situation is much complicated. John Redmond's speech in Dublin on Thursday night and rumors, speculations and reports are more rife than ever.

The Daily Mail declares that the King's government must be carried on and presumes that Mr. Balfour would not refuse assistance to Premier Asquith against the Nationalists.

"Lloyd George's budget is a bad one," says the Mail, "but the Unionists might assist its passage, possibly with modifications, to avert a financial breakdown."

The Liberals are admittedly greatly exercised by Redmond's declaration. The Chronicle says if Redmond thinks he can advance the interests of Ireland better by turning the government out, either on the point of procedure or the budget, then it is his duty to do so, and the sooner he does it the better, but declares he is laboring under a misapprehension when he imagines the government wishes to postpone the veto question to some more convenient future time.

The speech is attributed by the Liberals and Conservatives to the statement of William O'Brien regarding the Independent Nationalists, who declared the other day that the assistance in passing the budget would be the blackest treason to Ireland.

Mr. Redmond has received a joint telegram, signed by three Radical journals, the National, the Daily News and the Morning Leader. The message says: "Congratulations to you on your magnificent stand. The whole fighting force of Liberals are behind you."

Reports of cabinet dissensions are emphatically denied.

The National says that an understanding exists between the King and the ministers and that the latter that the anti-veto policy is dropped and a policy of a reformed second chamber is substituted in its place. It is inevitable, immediate and overwhelming.

According to an authorized statement given out last night, the cabinet council arrived at an absolutely unanimous decision on the course of procedure early in the week. It is confirmed that after the passage of the budget a bill limiting the veto of the Lords will be announced as the chief legislative work of the year.

TRAINS COLLIDE ON RAILWAY PIER

Score of Persons Injured, Some of Them Fatally, at Berkeley

Berkeley, Cal., Feb. 12.—A score of persons were injured, some fatally, when a Berkeley train on the Key route pier, about two miles from the shore, telescoped an Oakland train which had stopped for signals early today.

A heavy fog enveloped the pier, and the motorman of the Berkeley train did not observe the danger in time to reduce the momentum of his train.

All the more seriously injured were in the Oakland smoker. A number of women in the next car and several in the front car of the Berkeley train were severely shaken up and slightly injured. A dozen men in the smoker were crushed and mangled. Several were unconscious when they were taken out of the wreck.

The pier at the point where the wreck occurred is just wide enough for two tracks, and consists of plies with ties laid across them, there being no solid platform except a very narrow passage way.

Panic prevailed among the women in the front part of the Berkeley train and in the Oakland train, but cooler heads prevented a rush that undoubtedly would have precipitated many into the bay.

The injured were taken from the Oakland smoker and stretched on the ties of the inbound track. Both trains were heavily loaded with men and women going to San Francisco to work. Hundreds climbed out of the windows and doors of the cars as soon as the crash occurred, and blocked the narrow pier. A boat from San Francisco had just arrived in her slip at the pier and hundreds of persons, leaving it, walked down the pier to the scene of the wreck. This caused a congestion of excited passengers on the narrow passageway which made it extremely difficult to carry on the rescue work.

The following persons, all of whom are residents of Oakland, and all more or less seriously injured, were taken to the Merritt hospital in Oakland: Asa Bennett, John B. Diggs, A. E. Thurston, Jas. Levy, John Fitzsimmons, Jos. W. Girard, W. R. Appleton, Harry Chapman, Michael Haines and Mr. Roberts.

Fitzsimmons was the conductor of the Oakland train. He is badly bruised and cut but will recover.

VACCINATION

Toronto, Feb. 12.—A bill to abolish compulsory vaccination has been introduced by H. P. Times (North Norfolk). Mr. Times said that evils can result from vaccination in many different ways, and his bill aims to repeal the present act and let all persons decide for themselves if they wish to be vaccinated.

CITY POUND AT PUBLIC MARKET

RECOMMENDATION OF THE STREETS COMMITTEE

Proposal to Remedy a Long-Standing Grievance at Spring Ridge

(From Saturday's Daily.)

If a recommendation which will go from the streets, sewers and bridges committee to the council on Monday evening is adopted the public pound will be transferred from its present site at Spring Ridge to the Market building. For a number of years past various city councils have grappled with the problem of what to do with the pound in order to meet the wishes of those living at Spring Ridge who claim that it is a nuisance, but the honor and glory of solving it has been left to the council of 1910.

The whole question was debated very fully at last evening's meeting of the committee, when a communication from J. Craig, the poundkeeper, came up for consideration. This official asked that the pound premises be put in better shape and that the by-laws be redrawn so as to give him wider powers in the execution of his duties. Mayor Morley thought that the best way of meeting the situation would be for a small committee to go into the question of getting another site for a pound, and then report back to the committee.

Ald. Raymond objected to this course of procedure. He pointed out that this very thing had been done in the past but to no avail. Only last year a committee had brought in a report regarding sites for buying three more lots so as to enlarge the facilities and erect a sound proof building.

Ald. Bannerman, the chairman, thought that perhaps the best thing to do would be to fix up the present premises and buy three more lots so as to enlarge the facilities and erect a sound proof building.

All present seemed inclined to approach the question with an open mind and as a mere suggestion the mayor threw out the idea that perhaps it would be well for the market building to be utilized for the purposes of a pound, in so far as the cattle and horses are concerned. He believed that the use of the building for such purpose would solve a part of the difficulty.

Ald. Humber said this arrangement would be all right in respect to the care of the cattle, but what about the dogs? It was in regard to the dogs that all the trouble had arisen. People did not object to the cattle being up at the Spring Ridge pound, but the howling of the dogs. He believed that the dogs should be put out in the bear pit at Beacon hill, and he moved to that effect.

Ald. Humber seconded the motion, but it was not pressed, the mayor pointing out that it would never do to put the dogs at Beacon hill. There was some further desultory discussion, during which the mayor made a motion that stalls for cattle be erected in the Market building and that more stringent regulations be framed, so that less dogs would be impounded. The motion was not pressed.

Finally it was unanimously decided to recommend to the council that a sound-proof building be erected for the dogs in the square at the rear of the market building and that several stalls be built for the housing of stray cattle. The council will also be asked to amend that by-law that there will be fewer dogs impounded.

FRENCH BANKERS ARE INTERESTED IN CANADA

Ottawa, Feb. 12.—A further extension of French interests in Canada is announced by Senator Roy, of Alberta, who has just returned from Paris where he has been completing arrangements with French bankers for a new loan company to operate in the four western provinces. The name of the company is the Canadian Mortgage Association. It has a capital of \$2,000,000. English interests are also concerned through the Canadian Agency, Limited, of London, England.

The head office of the association will be in Winnipeg. The president is Sir Daniel McMillan and the directors are Messrs. W. R. Allan, Black, McGregor and Revillon. A number of Montrealers are among the shareholders. The company is incorporated in France, and it is proposed to secure further capital by the issue of French bonds.

TWO MEN KILLED BY FALLING TIMBERS

Crushed to Death When Lumber Falls From Passing Freight Car

Auburn, Cal., Feb. 12.—Two men are dead and a third is probably fatally hurt as the result of a peculiar wreck between Clipper Gap and Colfax. The dead are H. Jones and Charles Stull. The men were doing construction work on the road near a tunnel late yesterday. As a freight train swung past them, the lumber on a flat car was dislodged and they were hurled beneath an avalanche of timbers. Jones was killed instantly, while Stull died shortly after being brought to a local hospital. Mike Fleming may die from the injuries he received. Half a dozen other men were seriously hurt.



THE CIVIC ST. GEORGE AND THE DRAGON.

GRAFT CASES AT SAN FRANCISCO

PROBING METHODS OF THE PROSECUTION

District Attorney Declares Important Documents Have Disappeared

San Francisco, Cal., Feb. 12.—Investigation of the Taylor administration and of the official affairs of District Attorney Langdon during the "graft prosecutions" are reported to-day to be among the matters to be considered by the present grand jury.

District Attorney Fickert, recent successful opponent of Francis J. Heney, has announced that his office has been handicapped in the prosecution of those charged with graft and thievery by the disappearance of important documents. Fickert declares that he has asked the grand jury to investigate the reason of the disappearances.

It is known here that some of the former workers for Detective William J. Burns are disgruntled over the outcome of that detective's investigations and are willing to go before the grand jury. Fickert expects in this way to obtain some information regarding the whereabouts of reports and evidence obtained by the men working under Burns and which Fickert now says cannot be found.

"Every possible effort has been made to hamper me in the prosecution of the graft cases with the idea of putting me in a false position before the people of San Francisco," said Fickert. "I intend to know why Burns spent \$65,000 of the city's money to accumulate evidence upon which the indictments were returned by the grand jury, of which I cannot find a trace in this office beyond a thousand reports on jurors which are of no use to me now."

A preliminary session was held by the grand jury yesterday, at which Miss Mary Doyle, formerly Burns' private stenographer, was a witness.

MYSTERIOUS DEATH ON C. P. R. TRAIN

Husband of Woman is Now Being Sought for By the Police

Ottawa, Feb. 12.—Startling developments have arisen in the tragic death of Mrs. Charles Eldridge in one of the sleepers of the C. P. R. express trains from Ottawa, and reaching Toronto on Wednesday morning.

The woman's husband, Charles Eldridge, is being sought for by the police, and he is declared to have eloped with one of the young women clerks, described as being of very prepossessing appearance, who had been in his employ.

Eldridge was a book agent engaged by the Ford Publishing Company here. Warrants are being sworn out charging him with forgery and passing spurious cheques.

DID NOT REACH SOUTH POLE

VALUABLE DISCOVERIES MADE BY CHARCOT

Sickness and Disease Ravaged French Expedition to the Antarctic

New York, Feb. 12.—Commander Robert E. Peary, north pole, Brooklyn, N. Y., hearty congratulations. (Signed) Charcot.

This message from the French scientist, who is believed to have failed in his endeavor to reach the south pole, was received to-day by Secretary Bridgeman of the Peary Arctic Club.

The absence of any dispatch from Dr. Charcot with reference to the success or failure of the French expedition is taken here to mean that the French explorer failed to reach the south pole.

Sends Message to Wife. Paris, Feb. 12.—Mme. Charcot to-day received a cablegram from her husband at Punta Arena, state of Magellan, Chile, merely saying "All well. No mention made of the expedition's explorations, and the message is taken to mean that the party did not reach the south pole.

Expedition Satisfactory. London, Feb. 12.—Although Dr. Jean M. Charcot failed in his attempts to reach the south pole, dispatches here to-day from the explorer declare that the party made valuable scientific discoveries and that the expedition was "altogether satisfactory."

JOHN CHARLTON DIES AFTER LONG ILLNESS

Was One of the Founders of the Dominion Lord's Day Alliance

Delhi, Ont., Feb. 12.—John Charlton, who had been ill for a long time, died at his home at Lynedoch, last night.

John Charlton was born at Garbuttville, N. Y., on February 3, 1839. His parents came to Canada in 1849, where he was engaged on his father's farm near Ayr. In 1855 Mr. Charlton moved to Lynedoch, Norfolk county, where he engaged in the lumber business. He was one of the founders of the Dominion Lord's Day Alliance and was author of Dominion legislation for the better observance of the Lord's Day. He was also author of the Charlton Act for the securing protection for women and girls. He represented North Norfolk in the Dominion House for a number of years as an Independent Liberal. He was appointed by the British government a member of the Joint High Commission, which met at Quebec in 1886 to settle disputes between Canada and the United States and to remove obstacles to enlarge trade between the two colonies.

MAY EXTEND STREET RAILWAY. Calgary, Feb. 12.—Already the demands of suburban Calgary for street railway service have become so great that the commissioners have practically decided to extend the system to the neighborhood of 2350,000.

SLIDE TO SHORE ON LIFE LINE

SEVENTEEN SAILORS RESCUED IN STORM

Two Fishing Schooners Go Ashore But All Aboard Are Saved

(Times Leased Wire.) New York, Feb. 12.—Seventeen men, forming the crews of two wrecked fishing schooners, to-day slid to safety on the slender life line of the Sandy Hook life-saving station.

The vessels were driven ashore on Sandy Hook by a fierce gale which raged through the night. The schooner Franklin B. Nelson was the first to be sighted in distress. The life-savers attempted to launch their boat, but were buffeted back by the breakers that rolled in mountain high. The gun and line were then resorted to with success.

Man after man came to shore in the breeches-buoy, which, beaten by the waves and pelted by hail, withstood the elements until all were rescued. Hardly had the last man left the Nelson when she sank.

Almost immediately the schooner Libby struck. The life-line again was used by the men ashore and every person on the Libby was brought to safety. The Libby seemed to withstand the pounding of the waves, and it is believed that she can be saved.

FRENCH STRIKE RIOT.

Gravelines, France, Feb. 12.—Striking fishermen yesterday attacked a detachment of gendarmes, injuring two of them, and afterwards they stoned the offices of the shipowners. Finally order was restored.

FRENCH FLOOD SUFFERERS.

Paris, Feb. 12.—The Senate unanimously concurred with the Chamber of Deputies in appropriating the sum of \$4,000,000 for the sufferers by the floods.

JAPANESE STIRRED BY ANTI-ALIEN BILL

Regard Measure Now Before United States Congress as Retaliatory

Tokio, Feb. 12.—Seeing retaliation in the action of the house immigration committee in considering favorably the Hayes anti-alien bill, Japanese politicians throughout the empire to-day are excitedly and adversely discussing the measure.

The Hayes bill, which here appears likely to become a law, provides that no alien shall be admitted into the United States if he is found ineligible to become a citizen. This is considered as tantamount to exclusion of the Japanese and all Asiatics.

FORECAST OF NEXT MEETING

WARM SESSION OF COUNCIL IS PROMISED

Question of Dismissal of Superintendent of Sidewalks May Be Reconsidered

(From Saturday's Daily.)

Monday evening's meeting of the City Council is likely to prove a very interesting session. It is known that the members of the streets committee have been chafing under the stigma of the reverse which met their efforts at last meeting in disbanding the services of J. Warwick, superintendent of sidewalk construction, and an incident which occurred at last evening's meeting of the committee would seem to indicate that they have sharpened their swords for another attack on the forces responsible for their defeat in this recommendation. Last night Mr. Warwick, as is his custom, was present at the meeting of the committee, but before the session was called to order he was curtly informed by the chairman, Ald. Bannerman, that he need not remain, that any questions which he might be asked could be answered just as well by the assistant city engineer, Mr. Bryson.

Thereupon Mr. Warwick retired. On the conclusion of the business before the board, also, the reporters were asked to retire, before adjournment, and a similar request was made to the assistant city clerk, Mr. Bradley—and the theory is that Mr. Warwick's case was again considered. It may be anticipated then that at Monday evening's meeting another recommendation will go to the council that this official be given his "walking ticket." He has a number of friends at the board who think he is not being treated fairly, and who contend that he is a very competent official, in fact one of the best in the civic service, and it is improbable that a battle royal will ensue over the question of his dismissal.

At last Monday's meeting those who voted against the motion to give him thirty days' notice were Ald. Fullerton, Mable, McKeown, Ross, Humber and Bishop, the mayor and Ald. Raymond, Langley, Bannerman and Sergison voting in the affirmative.

Another important matter which may come before the board is the recommendation of the fire wardens that the fire limits be extended, as follows:

Commencing at a point at the intersection of Bridge street with Esquimault road, thence along the latter to Government street; south on Government street to Princess avenue; east on Princess avenue to Douglas street; south on Douglas street to Pembroke street; east on Pembroke street to Blanchard avenue; south on Blanchard avenue to Mason street; east on Mason street to Quadra street; south on Quadra street to Broughton street; west on Broughton street to Blanchard avenue; west on Blanchard avenue to Belleville street; west along Belleville street to Montreuil street; along Montreuil street to Kingston street; along Kingston street to St. Lawrence street; along St. Lawrence street to Erie street and along Erie street to Dallas road.

The fire wardens are understood to have gone into the matter very carefully with the Vancouver Island Board of Underwriters and therefore it is likely that the recommendation of the committee will be adopted.

It is improbable, however, that the mayor's resolution for the abolishment of the tax on improvements will be taken up. It was laid on the table at Monday's meeting at the request of his worship, and it is supposed that he will spend some time to consider the matter.

The question of the future of the Isolation Hospital is likely to come up in a report from the special committee of the council appointed to confer with a special committee of the board of directors of the Jubilee Hospital.

The question of proceeding with the by-law to give effect to the agreement between the city and the Victoria & Sidney railway by which the market building will be abandoned and the station removed to Blanchard street is likely to be considered. The railway company is anxious to make removal at the earliest possible date, and the by-law is purely a formal proceeding on that part of the council.

The printing committee will present a recommendation that the sum of \$50 be appropriated for the purpose of defraying the cost of printing reports and maps for the use of the water board. This rather large order has been divided equally between the Victoria Printing & Publishing Company and Thos. R. Cusack.

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The press here is a unit in designating the bill as a retaliatory measure aimed at Nippon because of the refusal of Japan to accede to the terms of the Manchurian railway note of Secretary of State Knox.

OVER HUNDRED AND FIFTY MISSING

PROBABLY PERISHED IN WRECK OF LINER

Two Sailing Ships Also Go on Rocks—Fate of Crews Unknown

(Times Leased Wire.)

Marseilles, France, Feb. 12.—Hoping against hope for news of relatives and friends who were aboard the wrecked French Trans-Atlantic Steamship Company's liner Chanzy, hundreds of anguished persons besieged the company's offices here to-day.

Half crazed with grief they attempted to wreck the offices. A riot was prevented by a strong police guard. The liner foundered yesterday off the island of Majorca, the largest of the Balearic group. Marcel Morel, an Algerian customs officer, and a passenger named Blazex were the only survivors.

There were 87 passengers on the steamer when she foundered, in addition to the 70 members of the crew. It is almost certain that 155 persons lost their lives.

Morel has been taken to a hospital on the island of Minorca. He is giving away under the terrible strain, and he constantly raves of the awful scene that followed the wreck and the cries of the doomed men and women.

The wreck occurred in Liosa passage, one of the most dangerous spots in the Mediterranean. The water in the channel is 100 feet deep.

Three years ago the liner Ville De Rome sank in nearly the same spot. More than a score of bodies were recovered. The Chanzy disaster were washed ashore to-day. Nearly all of them were dead in night clothes.

Hundreds of persons are patrolling the shore searching for other bodies. Wrecked by Explosion. Paris, Feb. 12.—The officials of the French Trans-Atlantic Steamship Company announced to-day that an explosion on board the vessel, instead of to the injuries she sustained when she struck the rocks in Liosa passage.

They declared that had it not been for the explosion she would have been able to reach the shore before foundering. It is known that there were thirty tons of powder stored in the ship's hold. Whether this or a hidden exploded probably will never be known.

Two Ships Wrecked. London, Feb. 12.—Central News dispatches to-day say the sailing vessels Mathilde and Martial have been wrecked near the island of Alderney, in the English Channel, east of the place where the French liner Chanzy foundered. The fate of their crews is unknown.

Survivor's Story. Cuidadela, Island of Majorca, Feb. 12.—"There seemed to be just one terrible scream as the vessel went down. I don't know how I was spared; it must have been a miracle."

With these words, spoken feebly shortly after he regained his consciousness to-day, Blazex, one of the two survivors of the wreck of the big steamship Chanzy, which went to the bottom of the Mediterranean with 155 persons aboard her, yesterday began the first direct account of the disaster. Blazex spoke, and his story was told in a halting manner, as if his mind was still not clear.

"We had been driven by a terrific wind, and I did not know where we were when the boat suddenly struck upon the rocks with a terrific shock. Then there was an awful explosion. I think it was the boilers."

"The ship struck that way, the detonation of the explosion hurled it away when she lurched under the water. The passengers did not have time to become panic-stricken, I suppose, but they all realized that they were going to die, for the cry that rose as the ship began to settle was awful. It seemed like just one wall of water. Yesterday morning I regained my senses. I was lying on a beach. Nearly all that day I wandered, the details of the wreck becoming more and more vivid."

"Then I knew that I was probably the only survivor, and that I should get the news to the people in France as soon as possible. I saw a boat in the distance and walked toward it. It was the town of Cuidadela. I told the French consul what had happened before I lost consciousness again."

Blazex's report was the first of the kind that had been received. He lay unconscious for hours after he foundered with all on board.

GRAPPLE WITH WATER PROBLEM

CITIZENS' COMMITTEE AND COUNCIL

All Reports to Be Put Further Surveys at Lake

(From Friday's Daily.)

The Citizens' Committee of Lake and the City Council met last evening and grappled with the water problem. The concern was a very interesting and instructive one upon an approaching question. Much valuable information was supplied by W. Devereux, engineer, and by James L. Raymur, as a result of further information obtained respecting the possibility of increasing the watershed at Elk Lake, and all reports and data which were submitted to the committee will be put in printed form.

In opening, Mayor Morley, said he had great pleasure in the fact that the citizens of the city were so interested in the water problem. He then agreed they should proceed with the discussion all day, and the problem they were to settle their minds on all the questions with but one view—to settle it within the year. He would not suggest any action, but he would suggest the present situation as it stood. The first question considered he thought was that of a sufficient supply of water for a sufficient supply of water for the new source was available, and he would suggest that the watershed at Elk Lake be increased. He believed that this could be augmented by the water at Elk Lake.

Regarding the question of a sufficient supply of water, he pressed the opinion that it should be taken at once to ascertain the Equilmart company for his opinion, and he would suggest that the water be taken at once to ascertain the Equilmart company for his opinion, and he would suggest that the water be taken at once to ascertain the Equilmart company for his opinion.

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C. P. R. MAY RUN STEAMER TO TRIESTE

G. M. Bosworth is Now in Austria Looking Into Trade Possibilities

(Special to the Times.) Vienna, Feb. 12.—G. M. Bosworth, fourth vice-president of the C. P. R., in an interview here, said the object of his journey to Austria was the negotiation of commercial relations between Canada and Austria. For the purpose of realizing this scheme he will visit the industrial situation here. He also discusses important questions with representatives of the government and if he is satisfied with Trieste harbor scheme, a direct line to Canada will be placed in operation.

(Concluded on page 2.)