

VOLUME 38.

VICTORIA, B. C., TUESDAY, JUNE 28, 1910.

NO. 50.

re getting the best sure.

Company Drygoods.

ART WORK IN LAYING CABLE

Miles Paid Out in Less Seven Hours From Restorer

Restorer has completed laying the cable for the C. E. Bay and... The work did not take... they were on the ground... Early... the actual time being... the work of paying out... the cable, and at 1.30 the... Point Grey... Considerable... thick weather... Interfered... with the work, but Captain... is an able navigator, put... rough, and, in spite of the... lides, brought her right to... required. For a long time... of sight of land and the... ldered a remarkable one... little time to fix up... the cable and to discharge... able on to a scow at Van... the delay in getting back... The length of cable laid... connection with the... side being made by way... instead of English Bay... ent Wilson, of the C. P. R... service, was aboard the... was well pleased with the

DEMAN KILLED.

June 21—J. Gregor, a... employed on a C. P. R... work on Thursday in the... injuries received at Cambie... ang were engaged in lifting... One of the jacks slipped... k, falling sideways, pinned... crushing him badly. The... was brought to the hos... occurred to his injuries on

ICTED OF MURDER.

June 22—Frank... n was found guilty of... the first degree by a jury... court. The jury had... hours. Schermesser... on morning of January 13th last... and murdered Sarah Brimer... at the summer home of... Barnes, Compton, at Mill-

FORM NO. 9.

LAND ACT. FORM OF NOTICE. Coast Range 3. that Thomas Joseph Jones, occupation, dentist, intends permission to purchase the... described lands: Commencing... at the southwest corner of... No. 1938 (located on the... South Bentuck Arm) thence... thence south 30 chains... 30 chains more or less thence... thence north 30 chains... following the shore line to... to the point of beginning.

FORM NO. 10.

LAND ACT. FORM OF NOTICE. District of Coast Range 4. that James Jolliffe, of Harland, occupation, master, lo... to apply for permission to... following described lands:... at a post planted about one... and in an easterly direction... of Sirgent Pass and... thence north 30 chains... thence west 40 chains, then south... following the shore line to... to the point of beginning.

LAND ACT.

Form No. 9. FORM OF NOTICE. District of Coast Range 5. that Andrew Henderson, of... occupation, physician, in... to apply for permission to... following described lands:... at a post planted at N. E. corner... about 20 feet from... in right hand of upper Powell... 40 chains south to post No... 20 chains, thence west 20... in rock mound, thence 40 chains... No. 4 in rock mound, thence... to the point of beginning.

ERNI HAND DISTRICT.

STRICT OF RUPERT. hereby given that, thirty days... to apply to the Assessor... of Lands, Albert... a license to prospect for coal... upon the following... lands: Commencing at a post... corner of Lot 9, Winter Harbor... M. D. S. E. corner... 20 chains, thence north 20... thence south 80 chains, thence... to the point of beginning.

FORM NO. 3.

LAND ACT. FORM OF NOTICE. LAND District, District of Coast Range 6. that Hagen S. Christensen, of... occupation, farmer, in... to apply for permission to... following described lands:... at a post planted at the... corner of Lot 12, Bella Coola... 10 chains, thence north 20... or less to Lot 12; thence... to the point of beginning... west along this Lot and... to the point of beginning.

IMPORTANT CIVIC BUSINESS IN HAND

SOME MATTERS UP AT TO-NIGHT'S MEETING

Proposal to Get More Data Re Sooke Lake Scheme May Cause Discussion

(From Monday's Daily.) The consideration of some important reports by Angus Smith, city engineer, will probably be the feature of the business to be transacted at this evening's regular weekly meeting of the council. There is the matter of securing further data to assist H. M. Burwell, the Vancouver hydraulic expert, who has made a report as to the cost of the Sooke Lake water project; the proposed improvement scheme on Dallas road, and the suggestion by Mr. Smith that the city should put up an asphalted plant of its own. In regard to the Sooke Lake project, it appears that Mr. Burwell, who has already submitted an interim report, desires some further information as to the cost of diverting the waters of Leech river into Sooke lake. The city engineer estimates that it will take several men a couple of weeks to secure the desired information, the cost being about \$300. In view of the fact that Mr. Burwell in his report estimates that the cost of tunnelling through the Sooke mountains would be at least \$20 per foot, several members of the board, possibly a majority, are of the opinion that the whole scheme might as well be abandoned. Mayor Morley, however, takes the position that the citizens' water committee should be allowed to decide that question, and, further, until Mr. Burwell has his complete report it would be unwise to arrive at any conclusion in the matter. His worship says also that there is no necessity for such an expensive report as has been outlined by the city engineer, a simple surface survey being sufficient. The discussion of this clause in the engineer's report may reopen the whole water question, which has been lying dormant for several months past. The city engineer estimates the cost of the proposed Dallas road improvement at \$84,608, exclusive of the sum which will require to be expended to protect the forest. Owing to the fact that the council cannot contribute more than \$10,000 under any one local improvement scheme, the enterprise, if determined on, will probably have to be carried out under two or more by-laws. The cost of the asphalt pavement, 32 feet in width, is \$47,623; an eight-foot cement sidewalk on the north side, \$10,000; twelve-foot sidewalks on the south side, \$5,000; lighting system, \$5,000, and contingencies \$5,000. According to the estimate of the city engineer the cost to the city will be \$25,201 and to the city \$56,402. The city engineer believes that the time has arrived when the corporation should go in for an asphalted plant of its own. He contends that it would be a waste of money to have a street paved with a material which would last only a few years. A good pavement can be laid at a rate of about \$1.75 per yard, though this amount would not include the charge on plant for operation, deterioration, etc. A recommendation will go forward from the streets committee at this evening's meeting of the council that forty tons of asphalt, at \$18.75 per ton, and 25 tons of flux, at \$21.75 per ton, be purchased. Some considerable improvements are to be made at the filter beds at Elk lake, to meet the growing requirements of the water service, and at to-night's meeting a recommendation will be made by the water commissioner that tenders be called for the delivery at the lake of 12,000 yards of sand. This material will cost approximately \$1 per yard. The streets committee will recommend at to-night's meeting that the new refreshment counter in the North, which was proposed should be erected at Beacon Hill park at a cost of \$2,500 stand over until next year and that only the dressing rooms be proceeded with just now. These rooms will be located on the slope of the hill convenient to the athletic grounds. Provided that the city's interests are not prejudicially affected no objection will be made to the proposed extension of the wharf of the Victoria Dock Company, nor to the application of the B. C. Securities Company, which will erect a building on that part of James Bay, opposite the post office.

ENUNERATORS'S PERILOUS TRIP. Travels Five Thousand Miles in Dead of Winter Through Worst Part of Alaska. Seattle, Wash., June 27.—Dr. C. D. Scott, census enumerator for the district of Kuskokwim, Alaska, is in the city with the completed count of his 5,000 miles of territory, which he will forward to Washington at once. Scott arrived on the steamer Senator from Nome yesterday. To gather the figures for the 1910 census, Dr. Scott travelled 5,000 miles in the dead of winter by dog sled, through the wildest and most unsettled country in the North. At one point it seemed impossible to go forward, while to remain idle meant death. His native guide and dog driver refused to go any further at the end of the second day of a blizzard. Strapping his guide to the sled and urging his dogs on, the doctor finally made a camp 70 miles distant, at the end of the fifth day of the storm. The team had had nothing to eat during the five days and collapsed when a sleet was reached.

TWO KILLED IN AUTO ACCIDENTS

MAN BURNED TO DEATH IN WRECK OF CAR

Spectators Unable to Rescue Victim—Machine Crashes Into a Telegraph Pole

(Times Leased Wire.) St. Louis, Mo., June 27.—With on-lookers unable to give any assistance, Robert O. Abell, 24, burned to death in the wreck of an automobile here today, and his brother, Fred Abell, and a friend, Harry Jewson, were seriously injured. The automobile overturned and plinged sobert Abell beneath it. The wreck was soon enveloped in flames, and passers-by who endeavored to rescue Abell were driven away by the heat.

Oakland, Cal., June 27.—Mrs. Adolph Zeis is in a critical condition today, and Charles Reuter and Mrs. J. W. Bransford are recovering from serious injuries following an automobile accident near here in which Adolph Zeis, a travelling salesman, was killed. Zeis was driving the machine. While rounding a curve Zeis was temporarily blinded by the glare of a street car headlight, and the automobile crashed into a telegraph pole. Mr. and Mrs. Zeis were thrown from their seats, Zeis striking against the pole and his wife landing several yards ahead of the automobile. Reuter and Mrs. Bransford retained their seats in the machine.

Run Down By Car. Beverly, Mass., June 27.—Robert Taft, eldest son of President Taft, while riding in an automobile this afternoon, ran down and probably fatally injured Michael Thistwalle, an Italian. By-standers declare that young Taft was not responsible for the accident.

George Harrison, of Washington, and Randall King, of Minneapolis, were in the automobile with young Taft. They were driving slowly at Prude's crossing, which was being repaired. Thistwalle was crossing in front of the Taft machine when he saw another automobile approaching. He admitted that he stopped in the path of the Taft car. "I was on one side of the road and the Taft car was on the other," he said. "I saw the car coming and I tried to get out of its way, but I was too late. It hit me on the head and I was killed."

ELECTORAL REFORM IN HUNGARY. Budapest, June 27.—In his speech from the throne at the opening of the newly-elected parliament, Emperor Francis Joseph fore-shadowed a domestic reform of the electorate system, and an increase of the expenditure for the military forces.

CARRIER PIGEONS AT BABINE LAKE

One Captured With Engraved Ring on Leg—Flies Southward When Released

(Special to the Times.) Hazelton, June 27.—The Interior News, published at Alderme in Saturday's issue published the following: "This paper has received by to-day's mail the following message from J. MacKendrick at Babine Lake, dated June 14th: "To-day there landed here two carrier pigeons. They seemed very tired and were exceptionally hungry. On one leg of each bird was noticed a small aluminum ring. By means of some graph we captured one, but the other at once flew away in a southerly direction. The ring on the leg of the captured bird was engraved the following: 'V. H. C. 957, 1907.' On the bird being released it at once started off in the direction of its mate."

WILL NOT PRESS FOR EXTRADITION

Italian Authorities to Make Formal Demand for Surrender of Porter Charlton

(Times Leased Wire.) Rome, June 27.—Although Italy intends to demand the extradition of Porter Charlton to face trial for the murder of his wife at Lake Como, it is understood that the government will not press the demands. It is believed the refusal of the American authorities to transfer Charlton would cause no secret, as it would sustain the action of Italy in refusing to grant the extradition of Italians wanted in America for high crimes.

Will Be Arraigned to-Morrow. New York, June 27.—Porter Charlton, accused of the murder of his wife, Mary Scott Castle Charlton, will be arraigned in Jersey City to-morrow, and his investigation by an insanity commission will be demanded.

Three Deaths Reported in Twenty-Four Hours—Light Showers Predicted for Tuesday

(Times Leased Wire.) Chicago, June 27.—Three men are dead and another is near death as the result of the terrific heat of the last 24 hours. John Murphy, laborer, dropped dead in a saloon, from Ogden, when he was found dead in bed. Thomas Elliott, laborer, employed by the city water department, fell dead in the street. Edwin Slagle, of Aurora, was overcome by the heat while attending services at the Moody Bible Institute. His condition is serious. Relief is promised for to-morrow. Light showers, accompanied by breezes, were predicted.

WASHINGTON GRAIN CROP. Colfax, Wash., June 27.—Although the fall sown wheat is not suffering much, rain is needed badly for the spring wheat in Eastern Washington. Much of the fall sown wheat is in head. It is generally believed that, with favorable weather conditions from now until harvest, the crop will not be more than two-thirds as large as the yield last year.

THREE CHILDREN PERISH. Kingston, N. Y., June 27.—Playing with matches in a barn, three little children were burned to death in Sauger's, N. Y. They were Jack and Richard Doyle, aged three and five years respectively, sons of John Doyle, and Harry Abel, the four-year-old son of Harry Abel.

DIES SUDDENLY. Belfast, Ireland, June 27.—Mr. William Henry Brown, of Philadelphia, chief engineer of the Pennsylvania railroad, died suddenly from heart failure here.



THE EASTERN HANDICAP. EASTERN MAGNATE—"The Coast, the Coast, my millions for the Coast!"

THREE BANDITS HOLD UP TRAIN

ROB PASSENGERS AND EXPRESS CAR

Escape in Darkness With Their Booty—Posses in Pursuit of Robbers

(Times Leased Wire.) Salt Lake City, Utah, June 27.—After quelling a train crew on the Oregon Short Line train No. 27, second section, attacking passengers and robbing them of their valuables, three robbers broke into the Wells Fargo express car, gathered considerable loot and fled. The scene of the hold-up was Harrisville, six miles north of Ogden, and the robbery occurred at 2.30 a. m. to-day.

The train was going slowly through Harrisville when the three robbers appeared on the platform of one of the passenger coaches. Brakeman Franklin attempted to give the alarm, but was struck on the head with a revolver butt and thrown from the train. The robbers made a systematic search of the occupants of the coaches. Rings, watches and other jewelry and money poured into their pockets. Occasionally a passenger who became obstreperous was tapped on the head with a revolver butt.

Two of the train crew appeared on the scene and both were locked in a lavatory of one of the cars. Meanwhile the train sped along while the remainder of its crew was oblivious to the sacking of the coaches. The robbers pulled the whistle cord and as the train slowed up, dropped off in the darkness.

Meanwhile Brakeman Franklin had recovered consciousness and crawled to a farm house. News of the robbery was telephoned to Ogden and Franklin was given medical treatment.

Shortly afterwards Salt Lake City was notified that a special train carrying Joseph Jones, chief special agent of the Short Line, and an armed posse had left Ogden at 4.30 o'clock. Armed posses on horseback also set out from Ogden and Brigham City to take up the pursuit of the robbers.

The robbers were particularly brutal in their treatment of the passengers and crew. In addition to beating Brakeman Franklin and throwing him from the train they attacked the express messenger and beat him into insensibility.

Many of the passengers in the Pullmans were struck while they were asleep and others who were awakened offered resistance were clubbed with revolver butts. Ear-rings were torn from the ears of women passengers.

The robbers were reported to have been seen near the Lucin cut-off. Their total loot is estimated at \$23 in money and \$1,000 worth of jewelry.

DIAZ IS AGAIN PRESIDENT OF MEXICO

Returned Without Opposition—Corral is Elected Vice-President of Republic

(Times Leased Wire.) Mexico City, June 27.—The election of Diaz as president and Corral as vice-president of Mexico yesterday will be formally ratified by the chamber of deputies on July 10. Diaz was unopposed and contrary to predictions, there was no disorder.

Owing to the advanced age of President Diaz it is believed this will be his last term. It is predicted by politicians that Felix Diaz will be appointed governor of Vera Cruz and that in 1916 Corral will seek the presidency and Pelix Diaz the vice-presidency.

INSANE CHINAMAN LEAPS TO DEATH

Jumps From Steamer on Arrow Lake While Being Taken to New Westminster

(Special to the Times.) Nelson, June 27.—Chung Sam Hon, an insane Chinese, while being taken to New Westminster by Provincial Constable J. Simpson, of Kaslo, jumped overboard from the steamer, was drowned in Arrow lake yesterday. His body has not been recovered. Simpson has returned to Nelson.

HEAT CLAIMS MORE VICTIMS IN CHICAGO

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ANGLO-GERMAN ROYAL ALLIANCE

PRINCE OF WALES MAY WED KAISER'S DAUGHTER

Rumor in Court Circles That German Emperor and Empress Favor Marriage

(Special to the Times.) Berlin, June 27.—There are interesting rumors in circulation in military and social quarters at Potsdam to the effect that the Kaiser and Kaiserine are thinking of a matrimonial alliance between their only daughter, Princess Victoria Louise of Prussia and the eldest son of the King and Queen of England who is the Prince of Wales. The Princess, who will be 18 next September, is one year and three-quarters older than the Prince of Wales, but that would not be regarded as a handicap from her parents' point of view. The Kaiser's wife is several months older than the Emperor and their second son, Prince Frederick of Prussia, is married to a princess nearly three years his senior. It is hoped in Potsdam court circles that when King George and Queen Mary make their first official visit to Germany they will be accompanied by the Prince of Wales and his wife. The marriage with the future King of England would suggest political advantages of far reaching effect. The close dynastic ties between England and Germany of course have not been able to prevent strained relations and the bad blood between two countries, but it is believed in Germany that if the Kaiser's daughter should become Great Britain's future King's consort, the danger of Anglo-German hostilities would become remote to the vanishing point. King George ranks here as a first class Germanophile and doubts as to whether he could be persuaded to consider an alliance between his heir and the Kaiser's daughter as expressed.

La Crosse, Wis., June 27.—Federal Steamboat Inspector Knapp to-day is investigating the burning of the excursion steamer J. S. 24 miles below La Crosse, on the Mississippi river, Saturday night, when Mrs. Emma Crandall was drowned and 50 others injured. Jack Pfeiffer, Norval Fox and a third man are still missing. They were locked in the forward hold of the vessel for drunkenness and it is reported that they were burned to death. The body of Mrs. Crandall was recovered to-day. There were fifteen hundred excursionists on board when the fire broke out. The boat caught fire when two miles above Victory, Wis. Putting on full speed, Captain Streckfus headed the boat for Bad Axe island, in mid river, which was but a short distance away. Before the general alarm was sounded the vessel had grounded on sand and good work of the crew prevented a great catastrophe.

FOUR PROBABLY LOST LIVES

EXCURSION STEAMER BURNED TO WATER'S EDGE

One Woman Drowned—Three Men Missing and it is Feared They Perished in Flames

ANOTHER AERIAL LINE MAY BE INAUGURATED

Proposal to Put Zeppelin Airship in Service Between New York and Boston

(Times Leased Wire.) New York, June 27.—A gigantic Zeppelin aerial liner may be put into service between New York and Boston, according to Emil Boas, managing director of the Hamburg-American steamship line, which is interested in the enterprise at Dusseldorf, Germany. Boas says the company has considered the idea, but it depends upon what arrangement can be made with the American government. If the aerial liners are classed with water ships it will be necessary to secure a special dispensation from the United States government to operate a line here, as the company is incorporated in Germany and would fly a German flag. This would be prohibited, under the present laws in the United States.

NEW CABINET TAKES OFFICE IN PORTUGAL

Ministry Formed by Ex-Minister of Finance Who Becomes Premier

(Times Leased Wire.) Lisbon, June 27.—Portugal to-day has a new cabinet, formed by Don Antonio Teixeira de Sousa, ex-minister of finance, at the request of King Manuel. The new cabinet is composed as follows: Premier and minister of the interior—Teixeira de Sousa. Minister of justice—Manuel Fratel. Minister of finance—Anselmo Andrade. Minister of war—General Baposo. Minister of foreign affairs—Jose Azevedo. Minister of marine—Marques De Sousa. Minister of public works—Peireira Santo.

CHEESE-MAKERS FINED.

Ottawa, June 27.—L. Lalonde and E. Robinson, Papineauville, Quebec, pleaded guilty to charges of "stuffing" 21 cheeses with inferior or worthless "curd." The charge was laid by Inspector MacPherson, of the dairy commissioner's staff. The defendants were fined \$25 and costs, and were ordered to pay the balance in addition. This is the second case which has come up under the law.

TERMS OF FORT STREET WIDENING

DETAILS OF PROJECT IN CIRCULAR LETTER

Likely That Further Delay Will Ensnare Owing to Necessity of Amending Petition

(From Monday's Daily.) Those best informed as to the circumstances of the case are of the opinion that another and further vestigatory delay will ensue with the Fort street widening enterprise, owing to the necessity for the circulation of a new petition; and there is little probability of there being much progress made with the work this year. The council having decided to amend the prayer of the petitioners, in that the cost of the work of paving shall be spread over 10 years instead of 20 years, the bylaw which had been prepared has been imperilled and a new petition is necessary. This will be circulated at once. In view of the importance of the project the following details of the method of executing the enterprise, as set out in the notice of intended assessment, are interesting: (a) To widen the portion of Fort street between Duane and Cook street under the Widening and Expropriation bylaw already passed by the council in aid of the local improvement, all the cost, charge and expense to cover a portion of the cost of the local improvement; (b) To pave the widened street with efficiently cross-tied wood, or with asphalt as may be decided by the municipal council; (c) To light the said widened street by means of electric light posts bearing branch lights, and to construct the necessary conduits for carrying the wiring thereof underground (pipes and maintenance to be assessed for by subsequent bylaw annually, commencing from the date of installation); (d) Move and replace poles; (e) To move under arrangement with the B. C. Electric Railway Company the street railway rails to such position as the city may arrange; (f) Re-construct or re-estate and enlarge permanent sidewalks to a uniform width of 12 feet on each side, with curbs and gutters; (g) All necessary works incidental to the foregoing; (h) Lay water, sewer and drain branches where necessary from the mains to the property line of each lot (or portion of lot in separate ownership); (i) The city to contribute one-third of the cost of paving under (b), and one-third cost of extra or enlarged sidewalks under (g); (j) The "cost" of all other work to be assessed against the owners. The assessment for the cost of widening and expropriation under (a) to be based on the basis of the relative values as by the assessment roll for 1909. The assessment for all other cost to be made on the basis of frontage. If an arrangement satisfactory to the council in its discretion is made with the B. C. Electric Railway Company as to the moving of the rails, and with the telephone company as to carrying the wires underground, the same to be in lieu of assessment, the Victoria Gas Co. to be required to provide for the laying before paving of all pipes estimated to be required in the near future, otherwise the council (if so advised by the city barrister) to include the gas company in the assessment. The owners to abide by any settlement of compensation claims made by the council with owners under or without arbitration. Any portion of the work relating to the construction of conduits for the wiring and placing of wires underground may be omitted or delayed if, in the opinion of the council, the public interests so demand. The whole cost of the work except the lighting under (c) to be done under one authorization bylaw and one final assessment bylaw, and the assessment for cost to be spread over the following terms: As to the widening and expropriation under (a) 50 years. As to the paving under (b) and the permanent sidewalks under (f), 10 years. All other work, 10 years. The city engineer to determine in what mode the works be carried out and what works shall be done as accessory to the foregoing and as to the cost of the said work. There may be charged against the work of local improvement all expenses of attending to the preparation and passage of the necessary by-laws, and consequent upon the passing of the same and the legal expenses; also proportion of administrative expenses of supervising the work, not exceeding ten per cent. of the cost, in addition to all other proper items of cost, in accordance with the terms of the said requisition. RAILWAY RATES. United States Government's Suit Against Twenty-Five Companies Is Dismissed. St. Louis, Mo., June 27.—On motion of United States District Attorney Houts the government's suit to enjoin 25 Western railroads from raising their freight rates was dismissed to-day. The action of the government in asking that the suit be withdrawn is a result of an agreement reached at a conference between President Taft and the presidents of a number of railroads shortly before the rate bill was passed. The injunction restraining the railroads was granted at Hannibal, Mo.