

GREAT
NORTHERN
RAILWAY
IN
CANADA

TRAIN WRECKS

Passenger train No. 97, westbound, left at 8:35 this morning for Vancouver. It reached Bear creek station Friday afternoon, a few minutes before the first slide took place west of Rogers Pass. For safety it was then moved up to Rogers Pass station.

While standing there the second slide, overwhelming the railwaymen working in the first slide a mile east, took place. Saturday morning another avalanche, tearing away a portion of a snowshed, occurred one mile east of the passenger train. It is this slide which will be removed by midnight. The passengers on No. 97 will reach here late tomorrow afternoon.

NAMES OF THE VICTIMS:

Up to noon 20 bodies had been recovered. There were 12 Japanese and the following white men:

R. J. Beckley, conductor, whose home is in Revelstoke.

W. Phillips, engineer, Revelstoke.

J. J. Fraser, roadmaster, Rogers Pass.

T. Griffith, fireman, Vancouver.

A. Pottruff, engineer, Revelstoke.

J. Mahon, brakeman, Vancouver.

Harry Martin, laborer, London, Eng.

H. Jones, laborer, Vancouver.

Following are the men who composed Bridge Foreman McDonald's gang:

B. Hughes, carpenter, Revelstoke.

T. McMurtry, Revelstoke.

H. Melkus, Revelstoke.

M. Major, Revelstoke.

H. Martin, London.

G. Oliver, Calgary.

T. McKowayuk, Revelstoke.

F. Waggaman, Revelstoke.

A. Clem, Winnipeg.

R. Jones, Revelstoke.

Of the 12 Japanese bodies recovered, the following are eight: Hirasu Tomaru, Tetsuaki, Masao, Kanae, Misakura, Fushichi, Otake, Kikabaru, Tanabe, Gison, Hayashida, Matsuo, Ueno, Tsubasura.

Up to noon today only 20 bodies had been recovered from the debris of Saturday morning's accident on the Canadian Pacific railway at Bear Creek, near Rogers Pass, at the summit of the Selkirk.

Eight hundred men are engaged at the work of clearing the track. On account of the danger of slides they only work during daylight. The task is no easy one, as the debris in many places are buried to a depth of 30 feet under a mass of trees, stumps, ice and snow. Mr. T. Kilpatrick, acting superintendent of the Pacific division, reached the scene early yesterday morning. He is directing operations.

It has now been definitely established that not one railwayman escaped alive. The official list of victims is still placed at 61, despite a report from Winnipeg that it was 92.

May Be Carried Into Creek.

Dispatches from Bear Creek state that the majority of the railway train hands and section men were swept by the slide into the canyon, which slopes gradually to a depth of 1500 feet. A diligent search is being made for the bodies. The weather conditions are favorable, as the thermometer has been falling since Saturday night. The air is quite frosty.

Dammed the Kicking Horse.

Late Saturday afternoon a slide 900 feet long occurred on the Kicking Horse river, near Palliser. It had a depth of 25 feet. The river was dammed up and threatened to break away the track. The debris has been removed, and the line at that point has been repaired. Sectionmen and bridge gangs are working almost continuously with the guarantee of extra pay for the extra service.

Saturday will rank as the most fateful day in the history of the operation of the mountain section of the Rockies and Selkirk. Just east of Field at the foot of the western slope of the Rockies, the passengers of westbound express No. 97 had an almost miraculous escape—from destruction by a snowslide early Saturday afternoon. The thunder of the avalanche booming down the mountainside could be plainly heard. It was a race between the express and the snowslide. The last car had just passed a steep point when the slide struck the rails only a short distance behind. An enormous mass of packed snow and ice in which big trees are enmeshed, buried the rails to a depth of 20 feet. The passengers, according to private dispatches received by Vancouver friends, declared that it was the most thrilling escape they ever experienced. The train is stalled at Field awaiting the clearing of the line before proceeding on to the coast. The slide which they escaped is being dug out. The line at that point is now open to the westward. The passengers will be

ver, and Mr. William Heapeler, German consul at Winnipeg.

Mount Pleasant Man Killed.

There was also a small slide Saturday afternoon at Three Valley, just west of Revelstoke. It was 200 feet long and 10 feet deep. The local passenger train from Vancouver to Revelstoke was delayed in consequence, not reaching its destination until Sunday afternoon.

The bodies of T. Griffith, fireman, and John Mahon, brakeman, respectively of the work train wrecked in Saturday's slide at Bear creek, are expected to reach Vancouver on the Revelstoke local due here at 3 o'clock.

Mr. Griffith was a resident of Revelstoke. His brother is Mr. James Griffiths of Bodwell road, South Vancouver. Interment will take place here at a date to be announced later.

Mr. Mahon, one of the other victims, is survived by his mother, a brother and three sisters. Mrs. McDuffy, Mrs. Switzer and Mrs. McTavish, all of this city. He left here less than a fortnight ago to begin his railway career as a brakeman. He was born at Paisley, Ont., 30 years ago. Before locating in Vancouver last summer, he resided in North Dakota for many years. He is spoken of by friends as a young man of exemplary habits. He was regular attendant at the Mount Pleasant Methodist church. The date of the funeral, including a church service, will be announced tomorrow.

It is officially announced that the bodies of the Japanese victims will be brought here for burial as soon as they are recovered.

TRAM EXTENSION IN GRANDVIEW

Announcement Will Be Made Shortly Concerning New Lines in District—Outline Route to be Taken.

It is understood that plans for tram extension in the Grandview section will be announced shortly, the line forming the connecting link within the limits between the city lines and the extension across Burnaby from New Westminster, announcement concerning the route of which was made last year.

It is understood that the new Grandview extensions will to a large extent run over a private right-of-way, for which purchase of property have already been made. The indications are that the route will be from the eastern limits of the city along low-lying ground to a point east of Victoria drive. Then, still following a low grade, the line would proceed in a southwest direction to a point near Fifth avenue, after which it would turn to the northwest, going in this direction at least as far as Clark drive.

HYDE GOES TO JAIL.

Will Be Imprisoned Until Court Goes Into Matter of New Bond.

Kansas City, Mo., March 7.—Dr. B. C. Hyde, accompanied by two of his attorneys, voluntarily appeared at the office of County Marshal Joel Mayes here at 1 o'clock today, and waived the reading of a capias issued for his arrest growing out of eleven indictments returned against the physician Saturday in connection with the Swope mystery.

Dr. Hyde was sent to jail a few minutes later by Judge Latham until tomorrow, when the matter of a new bond will be considered. His trial was set for April 11.

CHANGE IN CABINET

Sir John Charles Bigham and Sir Samuel T. Evans Succede.

London, March 7.—In consequence of the resignation of Sir John Charles Bigham, president of the probate, divorce and admiralty division of the high court of justice, further changes in the ministry are announced.

Sir Samuel T. Evans, solicitor-general, will succeed Sir John Bigham, and Rufus Randal, member of parliament for Reading, will become solicitor-general.

Socialist newspaper Vorwaerts announced that the meeting would take place despite the order. As a result a large force of armed police and gendarmes was concentrated at this point, leaving other parts of the city virtually unguarded.

The Socialist leaders met quietly yesterday morning and passed the word to their followers to proceed to the other end of the city, and so 30,000 succeeded in holding a parade while those at the park came into serious collision with the police.

The police acted with the greatest moderation but the provincial gendarmes had all the trouble with the crowds. The streets leading to the park were heavily guarded, and a scheme of the Socialists to enter by crossing the river Spree in small boats was discovered and frustrated.

Until a late hour last night all the streets leading to the place, the imperial chancellor's residence, and the Prussian parliament were guarded by police, but no demonstrators appeared. Reports from the provinces show that in most cases the demonstrations passed off peacefully.

The suffrage demonstrations were peaceful in Hanover, where 40,000 gathered; in Brunswick, where 30,000 took part in the public meetings; at Cassel, at Altona and at Bielefeld, where 20,000 to 30,000 Socialists took part.

Columbia College a Winner.

Victoria, B. C. March 7.—Columbia college, New Westminster, defeated the high school basketball team 34 to 23.

FINISH CROW'S NEST LINE TO THE COAST

Increased Activity of Great Northern in Southern British Columbia Said to be Incentive for Extension.

Winnipeg, March 7.—The C. P. R. will have an alternative route to the coast within two years, which will mean practically another transcontinental system, as the company has decided to complete the Crow's Nest Pass line through to Vancouver as quickly as possible, according to a statement made here today.

The road is in operation at present as far as Midway, but the extension of it through to the Pacific coast has long been contemplated by the company. It is only within the past few days however that anything definite has been known in the matter, although a decision was arrived at during the conference in Montreal recently, when the construction programme for the year was formulated.

VESUVIUS IN ERUPTION

Old Volcano Is Now Throwing Out Red-hot Stones and Ashes.

Naples, March 7.—Vesuvius has suddenly become active again, and for 24 hours there has been a continuous eruption of red-hot stones and ashes, accompanied by internal detonations.

Several assurances have opened, from which gas and lava are emerging in great quantities.



DISCUSSED RATES WITH LOCAL MEMBERS

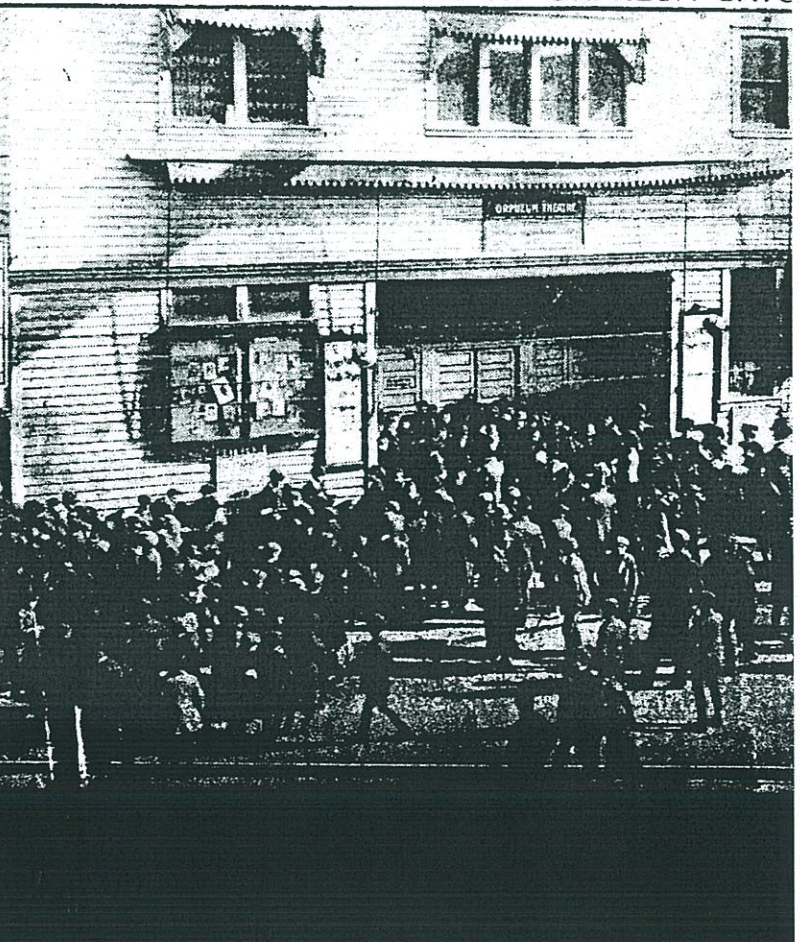
Board of Trade Committee Held Conference on Saturday—Right of Merchants to Appeal.

Victoria, March 7.—The freight rates committee of the Vancouver board of trade last Saturday afternoon had a conference with Messrs. Watson, Macgowan and Tisdal, members of the legislative assembly, in respect to the provisions of the agreement between the government and the Canadian Northern Railway company for the construction by the latter of a line of railway across British Columbia.

The members of the legislature fully explained the details of the agreement with the result that the majority of the board of trade committee expressed themselves as satisfied that the government had made

RUSH OF SCHOOL CHILDREN TO ATTEND "NOODLE FAGAN'S LECTURES AT ORPHEUM SATU

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The Lumberman's Buyer and Seller

Baughman's "Buyer and Seller" is a book of lumber tables, indispensable to all Lumbermen, Carpenters and Builders. The tables show nearly 3000 different sizes and lengths and the number of feet in any number of pieces can be determined at a glance. The same tables can be used for addition, multiplication and division, also reducing feet to inches and vice versa. The diagram and rules for cutting rafters, the rules for finding number of shingles and number of feet of flooring and siding for any size of building. The number of lath and the ingredients for plaster and mortar and many other valuable details of practical information that is indispensable to every man engaged in the lumber and building business. The eighth revised edition, every size indexed, neatly bound in flexible leather.

Price: Each, \$2; half dozen, \$9.50; one dozen, \$18.
Mail orders solicited.

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Give Your Children

NEMO

They Like It.

WINNIPEG HAS A KNOTTY PROBLEM

HANDLING FOREIGNERS

Women of City Make Protest to City Council for Better Conditions Below Deadline Health Officials Tell of Strange Incidents They Have Encountered.

Winnipeg, July 23.—(Special.)—The application of a deputation of Winnipeg society women to Mayor Sharpe to have the city do something to meliorate the conditions in the North End tending to elevate the morals and sanitary conditions in that district, has brought to light a revolting state of

CARS PLUNGED INTO BEAVER CANYON

ACCIDENT ON THE GREAT NORTHERN

Judge Townsend, Formerly of Westminster, and Several Others Killed in Accident on Saturday--Bodies Pinned in Wreckage.

NELSON, R. C. July 23.—(Special.)—One of the most serious accidents on record in the Kootenay country occurred on Saturday evening on the Spokane Falls & Northern Railway, the branch of the Great Northern running into Nelson and Rossland, at a point about seven miles northwest of Waneta, on the boundary line. Four persons were killed outright, one seriously injured, while a number were more or less bruised or cut. The names of the dead are W. B. Townsend, W. B. Smith, M. D. McKinnon and an unidentified man. Mrs. W. B. Poole of Nelson was badly injured, while Miss Wragge of Cranbrook, Louis Bergeron of Stillwater, Minn., C. Summers, colored porter, E. Jones, colored cook; Conductor Ingham and Brakesman Paden were all hurt.

The train was the usual daily into Nelson from Spokane, and all went well until just after crossing to British Columbia and entering upon the long rise over the mountains into Nelson from the banks of the Columbia River. At Beaver Canyon there is a trestle across the narrow cleft which is regarded as safe enough, as the approaches are facile. However, as the train, consisting of three coaches, a combination baggage and smoker next to the engine, a day car and a buffet at the end, passed over, the buffet car suddenly left the rails nearly at the middle of the viaduct, and was precipitated twenty feet below, dropping endwise into the bed of the stream. The coupling between it and the day coach held, and the day coach followed the buffet car. The check received by the drag of the couplings caused the rear car to hang perpendicularly from the trestle, while on the other hand the pull of the engine was sufficient to communicate an impetus to the day coach, making a complete turn in the air, the coupling between it and the buffet car breaking in midair. Luckily the coupling with the smoker snapped, and that and the engine remained on the rails.

Fire Was Extinguished.

In the day coach were eight persons, including Louis Bergeron and Miss Wragge, the conductor and the brakeman. These four were all seriously hurt, but the other four passengers escaped with some minor contusions only, despite their fearful fall. The first thought was for the lower car, and a rush was made toward it down the steep acclivity. Smoke was soon issuing from the upper end, but the cause of the fire, an upset cook stove, was speedily reached and the incipient conflagration quenched. The lower car had telescoped, and cries and moans were rising. The first to be

picked out was Mrs. Poole, jammed head downward among the seat wreckage. Beside her was her boy of six summers, bleeding from a cut and pinned by a huge lamp, but otherwise unhurt. Next was come across the body of a man with a ticket from Spokane to Erie, but evidently a stranger. The next found were the colored porter and cook, both unconscious and bleeding from many wounds. Cries were coming from below, and the rescuers then came upon the dead body of W. B. Townsend. Below were still heard further cries, and work was continued for more than an hour, trying to get at the victims, but the beams of the wreckage had so jammed in the narrow canyon that all effort was in vain, although continued long after the cries and moans had died away into a fatal silence. Later it was found out that W. B. Smith and M. D. McKinnon, bartender and purser respectively of the Great Northern lake steamer, were among the missing, and it is assumed their bodies are in the wreck at the lower end of the buffet car.

Judge Townsend's Record.

As soon as help had arrived from Northport and Waneta, the engine and remaining coaches came on to Nelson, arriving here at an early hour Sunday morning with the injured and the bodies of the dead recovered. The cause of the wreck is said to have been a faulty sleeper on the rear trunk of the buffet car, which suddenly gave way, and one end dropping got between the ties of the trestle, so causing the derailment. Whether this theory is true or not will be the reason of an investigation.

W. B. Townsend, who was killed, was an old Crimean veteran, and several times Mayor of New Westminster. He came to Rossland in 1896, a Kootenay pioneer. For the last year he had been resident in Nelson as right-of-way agent for the Great Northern. It is not known how many people were on the buffet car. So far eight have been accounted for, of whom four are dead.

Later—After working hard on Sunday until 1 o'clock, the relief party which came down from Rossland on Saturday night with doctors and nurses, and with wrecking gear from Northport, the bodies of McKinnon and Smith were found in the bottom of the wreckage. They were brought to Nelson Sunday night.

An inquest commenced this morning and the jury will go to the scene of the wreck. Judge Townsend will be buried here on Tuesday by his relatives Herbert B. Townsend, registrar of Rossland, and his daughter's husband, Anthony Turner of this city, and also by the Sons of England, of which order the deceased was a prominent member.

WOMAN HYPNOTIST ORDERED MURDER

STRANGE PARIS STORY

pered to me "Won't you ever have the pluck to —?" shrugging her shoulders.

Pierre declared, and his manner certainly impressed the jury with his sincerity, that he shrank from the idea of committing murder. On another evening there occurred a somewhat similar scene to the above. Again they were in the kitchen. "She put both her hands round Tuller's neck as if to

Were You Waiting for the Lonely Sale

Here it is now --- the besting time of the year.

Busy scissors have been ping the price - labels out of broken lines of suits and over They used to read \$15, \$18 and \$22.

You can have any one of now for the one, little, Lonely price---

\$12.00

Semi-ready Tailor

514 Granville Street.

Hawke's Cut-Glass Is Unique

L COLLISION EARLY DAY AT BELLINGHAM

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Owl Train Met Disaster Through Misplacing of Yard Switch.

NO VANCOUVER
PEOPLE INJURED.

Engineer Scott Badly Scalded
and Expected to Die—
Wiper Killed.

BELLINGHAM, Jan. 17.—(Spe-
cial.)—A serious accident be-
fell the Owl train from Van-
couver at 2:25 o'clock this
morning. Driving over a misplaced
switch, the train plunged headlong into
the Great Northern roundhouse, killed
a wiper who was working on an engine
which stood in the way, and in the
smash Engineer Scott was so badly
scalded and injured internally that he
will probably die before night.

No passengers were badly injured.
Several were severely jolted, notably
Mr. Paul Stevens, a police officer of
New Westminster, who was thrown
through a window and half-way across
a street.

Lever Went Through Skull.

The dead man was Frank Watts. He
was working in the cab on the "dead"
engine and was probably examining the
water glass or filling the lubricator,
for the throttle lever was driven
through his skull.

Engineer Scott saw the impending
danger, and tried to jump to safety.
He is now in St. Joseph's Hospital, and
besides being scalded is believed to be
suffering from internal injuries. Scott's
fireman was thrown clear, and came
to the ground uninjured, many feet
from the engine.

The locomotives were telescoped, and

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suffering from internal injuries. Scott's
fireman was thrown clear, and came
to the ground uninjured, many feet
from the engine.

The locomotives were telescoped, and
their tenders smashed and forced
through the cabs of the engines. The
damage will be at least \$10,000.

Will Make Investigation.

After the collision coaches attached
to the "dead" engine broke away and
started on a wild run downgrade, but
they bumped into a line of box cars
which had brakes set, and were pre-
vented from running into the bay.

Assistant Superintendent, Chairman
of the Seattle Division, arrived at 8
o'clock this morning with a witness
outfit. He stated that a vigorous ef-
fort will be made to locate responsi-
bility for the wreck, and the officials
of the company will assist the coroner
in every possible way. The flagman
attached to the engine and train on the
side track is alleged to be to blame
for the open switch.

The combination baggage and mail
car were telescoped and partially burn-
ed, but the mail sacks were not dam-
aged.

TWO TENDERS FOR AUTO FIRE ENGINE

At the meeting of the Fire and Police
Committee this afternoon tenders will
be opened for the supplying of the im-
proved apparatus recommended by
Chief Carlisle after his return from
his eastern trip. The money for the
equipment must be supplied by the es-
timates for this year, but as it was
deemed advisable to secure the appar-
atus at an early date, and as it takes
several months to secure quotations
and a considerable time to insure deliv-
ery, the last committee provided for the
submission of prices.

Chief among the items is that of an
automobile engine of twelve hundred
gallons' capacity, designed for service
at No. 1 Firehall. Auto engines of this

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W. S. Ninneman, a contractor for
construction work on the Oregon Rail-
road & Navigation Company, broke
through a window to escape from the
burning car. Mr. Ninneman said:

"We were coming at a fearful speed
through that tunnel, and we passen-
gers were all wondering if the engineer
had lost his senses, driving at that rate
of speed with a sharp curve ahead. I
think we must surely have been going
forty-five miles an hour."

NEGRO PORTER'S CLOSE CALL

Nelson, B. C., July 24.—(Special.)—
At the adjourned inquest on the vic-
tims of the Beaver Canyon disaster on
the Spokane Falls & Northern on Sat-
urday, the evidence of Superintendent
Morgan of the Great Northern, Spo-
kane, was to the effect that the wheels
and track were in first-class shape,
that the accident was probably due to
the wheel of the rear truck of the hind
car, the buffet, climbing the rail. Why
it climbed he could not say.

The evidence of survivors was taken.
Louis Bergeron said he was thrown
from the front platform of the day car,
where he had stopped on feeling the
motion of the derailed rear car. The
car had then nearly crossed the trestle.
The buffet car fell end-on down the
canyon, there about eighty-five feet
deep, and slid down into the creek. He
fell about thirty feet, and saw the buf-
fet car sliding downhill before him and
the day car hitting the bank just above
and coming on top of him. He just
managed to escape, and later assisted
in clearing the wreck.

The evidence of the train crew will
be taken to-night at 8 o'clock. All
four men killed were in the smoker in
the rear of the buffet, and the whole
car collapsed on top of them. Death
was almost instantaneous. A colored
porter had a narrow escape from
death by drowning. He was jammed in
the wreckage, and the water of the
creek rose to the level of his lips just
before he was rescued.

BLUFFED SHERIFF IN LOGGING CASE

For the first time in many years
Sheriff Hall last night at North Van-
couver met a man, a Scotchman, who

the railway track in the rear gives are
considered as making the location an
ideal one for a war-house. The frame
and brick buildings on the site at pres-
ent are to be torn down.

Heavy Construction Work.

Contractor McLuckie is just now
putting the finishing touches to another
large building which he erected, the
huge nine-story warehouse on Water
street, built for Kelly, Douglas &
Company. Some of the heaviest and
most substantial construction work in
the city is to enter into the erection of
McLennan, McFeely & Company's
warehouse. The ground floor and
basement will be especially strong, as

they are intended to carry large loads
of heavy wire cable, chain and other
heavy hardware. Brick, stone and steel
will be the materials used throughout,
wood only being employed where it is
impossible to avoid its use. The build-
ing will have three electro-hydraulic
elevators, and in addition to the whole-
sale departments there will also be a
retail store in the block. Although the
basement is to be a roomy one, the
configuration of the ground on the site
is such that only about four feet will
have to be excavated. This in itself
will mean the saving of a large amount
on such a large building surface.

Buscombe Block Going Higher.

Two additional stories are to be add-
ed to Mayor Buscombe's premises on
Hastings street. This will make the
block a five-story-and-basement one,
and the highest in that block. Plans
for the addition are now being pre-
pared by Parr & Fee, and tenders are
to be invited this week for the under-
taking.

MAY SETTLE BY CONFERENCE

It is possible that after all an agree-
ment may be reached between the city
and the C. P. R. concerning the subdiv-
ision of district lot 526, which the
C. P. R. desires to put on the market.
A suit to compel the approval of the
plan by the City Engineer and de-
manding damages as the result of his
action in accordance with the rough-
grade resolution of the Council was re-
cently withdrawn.

This morning Messrs. Davis, Mar-
shall & Macneill, acting for the C. P.
R., forwarded an amended plan to the
City Clerk. In the main it is similar to
the one previously sent with the ex-
ception that a small portion is un-
divided. The approval of the City En-
gineer is asked. The accompanying
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s confused case thus becomes still more confounded for fighting Peter will never submit to this reversal of the trial judgment of Mr. Justice in his favor. Either the Supreme Court or the Privy Council will be introduced to one of the most confused and tangled timber limit rows on court records in this province.

One False and One True.

The sale of that quarter of a plant there were two agreements, one false and one true. The signed that false agreement belonged to. The company held me. This Mr. Ryan explained was that he had already received \$100,000 part payment from Mr. Fowler, when found, as he declared, that company of which he was a member refused to sign the deed unless he signed the second agreement. One of the terms of this agreement called for payment to the company of \$20,000. This and the other terms the company sought in vain at the trial force, but have now won on appeal.

In the other or first agreement Mr. Ryan had named two prices for the plant, \$225 and \$170. The company swore was all the true price he ever received or ever was to receive. He had put the higher price in at the request of Mr. Fowler. L. McPhillips, K. C., argued the case for the company, and Mr. John Martin, K. C., opposed it.

Timber Question.

Mr. T. Norton falls in his appeal as to the trial in his suit against Hon. J. H. Fulton for personal damages for the Attorney-General's refusal to grant renewal of a timber license when he petitioned for it. His complaint was that the Attorney-General had not submitted his petition to the Lieutenant-Governor.

False Creek Accident.

The vessel under power must slacken speed or stop, or if necessary reverse when passing a moored vessel or in a narrow channel. It is the effect of the Appellate Court's decision reversing the decision of the trial judge in *Paldulargo vs. The Ian Canning Company*. As a result the plaintiff gets \$1700 in his favor for injuries. E. G. T. Lucas argues the appeal. The accident occurred last week.

Philip vs. Bauer.

Philip vs. Bauer, municipal clerk of North Vancouver loses the \$1000 judgment to which the trial judge held he was entitled in connection with a sale of a part of the Lonsdale Canadian Bank of Commerce vs.

tween England and the Orient, there appears to be a possibility of the company failing to deliver the mails within the specified time. It is announced to-day that the Overseas Mail express, now rushing across the continent from St. John, is not likely to arrive here before to-morrow at midnight, although due at 6 o'clock this morning.

According to schedule these mails have to be delivered at Hongkong on February 11. The steamship Empress of Japan, which should have sailed for the Orient this morning, is being held at her wharf awaiting the arrival of the mails. Allowing everything in her favor under present circumstances, the Japan will not be able to sail before 2 o'clock on Thursday morning. At that rate she would be forty-three hours behind time in getting away. Should foggy weather prevail, however, the Japan would not be able to get away till between 10 o'clock and noon on Thursday, between which hours the vapor is usually dissipated. Speeded up as she has been, to carry out her present schedule, there is practically no possibility of her making up the lost time on the voyage between Vancouver and Hongkong.

The C. P. R. express from the East, due yesterday, arrived at noon to-day. The express due to-day is expected to arrive about noon to-morrow.

BLAMES ENGINEER FOR WRECK OF OWL

Coroner's Verdict Declares He Was Negligent in Not Having Train Under Control.

Bellingham, Jan. 22. (Special.)—That the wreck of the Owl train on the Great Northern last week was the result of negligence on the part of Engineer William M. Scott and Brakeman, Fred. Smith, was the coroner's verdict here. The engineer was found negligent in not having his train under control, and the brakeman in not reporting the fact that the light in the switch went out at the time he closed it, as he claims it did.

Express Messenger Ranson, who was on the engine when the train was run on the sidetrack, testified that he saw the light change from red to green after the train took the siding, which corroborates the testimony of Smith that he closed the switch.

HERRING TRADE LARGE.

Six Thousand Tons of Fish Will Be Secured at Nanaimo This Year.

Nanaimo, Jan. 22. (Special.)—The estimated catch of herring here this year is in the neighborhood of six

thousand tons. This is a considerable increase over the catch of last year, and is due to the fact that the herring are present in larger numbers than in previous years. The fish are being caught in the straits and gulches between the islands and are being sold at a high price. The fish are being sold in the city's long green bays and are being sold to obey the blue paper.

WAS FEARFUL OF BEING LYNCH

Terror-stricken Man Arrested by Blaine Police on Suspicion of Being Concerned in Roper Murder.

Bellingham, Jan. 22. (Special.)—Frank Watts, one of the men accused of the murder of Miss Addie Roper, was brought to the city to-day at noon and placed in a cell in the city jail. He is nervous, and has a look of fear on his face. He believes that he had a narrow escape of being hanged in Blaine, and while he is now far behind the massive walls of the city prison he is still fearful that the people will wreak vengeance on him. Watts is being held merely on suspicion, as not a single connecting link of evidence has been found against him.

Mrs. Joslyn, a sister of the murdered woman, has testified that she knew that Miss Roper had paper bills to the amount of \$250 sewed in her corset. As the body was almost incinerated by the flames of the burning house, no trace of the money has been found. It is supposed the murderers secured the money on the night the desperate deed was committed.

Funeral of Victim.

Blaine, Jan. 22. (Special.)—In the midst of a great throng of mourners the last rites over the remains of Miss Addie Roper, who was foully murdered by unknown persons last Saturday night, were held in the Methodist Church this morning. Great banks of flowers were piled upon the casket that contained all that was mortal of the young woman, and the interior of the church was lined with sweet scented blossoms sent by friends and sympathetic ones from Bellingham, Vancouver, New Westminster and other points. Outwardly the citizens of Blaine were calm, but the authorities have been informed that it will cost the community no money if the murderers are found.

Only One Permit To-day.

in her home as a token of their love and esteem.

Hamilton Spectator

INTO ROUND-HOUSE

Wiper Killed, Engineer Fatally Scalded, Passengers Injured

Vancouver, Jan. 20.—The owl train on the Great Northern, southbound from Vancouver, met disaster Friday while passing through Bellingham. The switch was left open, and the train ran into the roundhouse, and through it, doing damage estimated at \$10,000. The train ran into a dead engine, and a wiper named Frank Waitis was killed instantly. Engineer Scott, of the Vancouver train, saw the impending danger and jumped, but was thrown to the ground and so badly scalded that he will die. The fireman was thrown from the cab uninjured. People were thrown through the windows and across the street, but not badly injured. A vigorous effort will be made to locate the responsibility. The flagman is believed to be responsible.

January 21 1907

ST GEORGE

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gambling, but
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will surely pass it off as an accident.
Yet the fact remains that the public
schools, upon which the board of edu-

newspaper to his mother. Now the boy
at eleven years has passed the entrance
along with the girl of fourteen.

FROM TUNNEL TO THE RIVER

Great Northern Express Train Jumps Tracks and Lands in Water
of Stream 70 Feet Below

Spokane, Wash., July 24.—At least seven lives were lost, seven persons were seriously injured, and a score of others sustained cuts and bruises in a wreck of the fast mail train on the Great Northern about a mile east of Camden, Wash., 35 miles east of Spokane, late yesterday afternoon, when the locomotive, mail, baggage and smoking cars left the rails on emerging from a tunnel and plunging over the 70-foot embankment, were submerged in the waters of Diamond lake. Spreading rails is given as the cause. The dead are:

N. Edward Munson, engineer, of Hillyard, Wash.
Frank Bell, fireman, Hillyard.
Charles Dunner, mail clerk, Spokane.
George R. Strickland, express messenger.
George Howard Curtice, Spokane, lumberman.
T. J. Dolbow, Spokane.
Unidentified man at Buchanan's undertaking rooms, has brown moustache and wears an Oddfellow's pin.

Immediately after the smoker struck the water there was a blinding flash which spread over the part of the car not submerged and a fire followed. The fact that the couplings did not break on the dining, tourist and sleeping cars was the only thing that averted even greater loss of life.

Engineer Munson and Fireman Bell evidently stuck to their posts and it is believed, too, that the locomotive is in from 100 to 500 feet of water. Two divers have made a dozen attempts to find the locomotive, but they were not successful.

W. S. Minneman, a contractor for construction work on the Oregon Railroad and Navigation company, broke through a window to escape from the burning car. Mr. Minneman said:

"We were coming at a fearful speed through the tunnel and the passengers were all wondering if the engineer had lost his senses, driving at that rate of speed with a sharp curve ahead. I think we must surely have been going 45 miles an hour."

MORE INTUITIONS ARE OUT

Hamilton
Spectator

July 24 /1906

BAD WRECK ON B.C. RAILROAD

Passenger Train Derailed and Buffet
Car Is Hurled Down a
Precipice

Four Found Killed and Seven Injured
at the Bottom, Hundreds of
Feet Below

One of the Lost a Prominent Judge—
Car Smashed into Pile of
Matchwood

Nelson, B.C., July 22.—One of the most fearful disasters that has occurred in years in British Columbia happened last night, when the passenger train from Spokane to Nelson was derailed in Heaven canyon, a narrow pass near the boundary. The buffet car was derailed on a trestle and hurled down the precipice, killing four men and injuring seven. The killed are:

Judge W. B. Townsend, formerly of Rossland.

Phoebe Smith, bartender on the steamship Kaslo.

M. D. McKinnon, purser of the steamship Kaslo.

Unidentified man.

The injured are: Mrs. W. B. Poel, Nelson, passenger; Miss Wragge, of Cranbrook, passenger; Eloise Bergeron, of Stillwater, Minn., passenger; Charles Summers, colored porter on buffet car; Edward Jones, colored cook on buffet car; Conductor Ingham, brakeman Patten.

When the occupants of the other cars realized what had happened they alighted to find the ill-fated buffet several hundred feet below them and to all appearances a pile of burning matchwood. They made their way to the place, and after a frantic search through the debris brought to light the bodies of Judge Townsend, and the unknown man. Close by them, under the rubbish, was the unconscious form of Mrs. Poel, of Nelson. The search went on until all but two of the occupants of the car were accounted for. They were Phoebe Smith and Purser McKinnon, of the Kaslo. Finally, someone saw their bodies crushed out of recognition, but at the time it was impossible to reach them.

Hundreds of Nelson people who had friends on the train anxiously awaited the arrival of the remaining cars, which brought in the tale of dead and wounded shortly after midnight. The wounded were distributed among the hospitals.

A WELL-KNOWN MAN

Judge Townsend was one of the best known men in the Kootenay. He was the first justice of the peace in Rossland, and passed through the strenuous days of the rush in the Cariboo. In his lifetime he had amassed several fortunes.

Phoebe Smith was a cripple, and had just come from Spokane, where he had just purchased a lot in the cemetery for himself and a brother, who died three years ago. He had completed the removal of his brother's body to the new place, and was returning home.

McKinnon had been undergoing an operation. None of the men leave relatives in this country. The unidentified man was a miner, with a ticket from Spokane to Erie, B.C. Of the injured, Charles Summers, the negro porter, is in a precarious condition and may die. Mrs. Poel is also seriously hurt.

EIGHT HOURS FOR THEM

Officials of Typographical Union
Hopeful of Result

Toronto, July 22.—President James M. Lynch, of the International Typographical union, accompanied by First Vice President John W. Hays and C.

July 23

1906

Hamilton
Spectator

COMMISSION WELL PLEASED

THE CANNERIES

ing Around Salmon-
g Establishments De-
ly Clean and Neat
Notice Given of
Descent on Fraser

ts of the salmon canneries
n Fraser River and North
yesterday laid bare to the
ng eyes of members of the
fisheries Commission.
nissioners descended on the
ants without any warning
ipets, and they found every-
the ordinary person would
packing season is in full
cannery had no time to
id deck out the plants for a
ction, and everything was
commissioners desired it

It of their investigations the
era are to-day forwarding
a report setting forth fully
ons which they found exist-
John Pease Babcock, pro-
missioner of fisheries, sum-
ie report to-day when he
atement that at all the can-
greatest cleanliness was ap-
very branch of the packing

Very Well Satisfied.

morning Commissioners
Campbell Sweeney and J. C.
New Westminster in the
fisheries tug Georgia and ran
main river and North Arm,
the canneries, those which
ration and those which were
where the conditions under

SPREADING RAILS CAUSE G. R. WRECK

YESTERDAY AFTERNOON

Seven Are Killed Thirty-five
Miles East of Spokane—
Cars Plunged Over Em-
bankment and Caught Fire
-- Passengers Charge Exces-
sive Speed.

Spokane, July 24.—At least seven
lives were lost, seven persons were
seriously injured, and a score of others
sustained cuts and bruises in a wreck
of the fast mail train on the Great
Northern about a mile east of Camden,
Wash., thirty-five miles east of Spo-
kane, late yesterday afternoon, when
the locomotive, mail, baggage and
smoking cars left the rails on emerg-
ing from a tunnel, and plunging over
the seventy-foot embankment, were
submerged in the waters of Diamond
Lake. Spreading rails is given as the
cause.

Fire Followed Wreck.

Immediately after the smoker struck
the water there was a blinding flash
which spread over the part of the car
not submerged, and a fire followed.
The fact that the couplings did not
break on the dining, tourist and sleep-
ing cars was the only thing that avert-
ed even greater loss of life.

Engineer Munson, and Fireman Bell
evidently stuck to their posts, and it
is believed that the locomotive is in
from a hundred to a hundred and fifty
feet of water. Two divers tried to
find the locomotive, but were not suc-
cessful.

W. B. Ninneman, a contractor for
construction work on the Oregon Rail-
road & Navigation Company, broke
through a window to examine from the

HUGE WAREHOUSE FOR CORDOVA EAST

LARGEST IN THE CITY

Work on Mammoth Building
Will Be Commenced Short-
ly—Immense Floor Space
-- Heaviest Construction
Work in Vancouver -- Ad-
dition to Buscombe Block.

The largest building contract that
has been awarded in Vancouver for
some time was signed yesterday when
Mr. John McLuckie undertook the erec-
tion of the mammoth four-story-and-
basement warehouse for McLennan,
McFeely & Company. The contract
price for the big structure, which will
be the largest of its kind in the city,
amounts to slightly over \$100,000.

Work on the big warehouse is to be
commenced shortly, and it is expected
that the building will be practically
completed by the end of the year. The
structure will occupy the land bound-
ed by Cordova street east, Columbia
avenue and the railway track running
diagonally in the rear. The plans for
the building, which have been prepar-
ed by Parr & Fee, show that the huge
warehouse will have a frontage of a
hundred and seventy-five feet on Cor-
dova street, a hundred and seventy-two
feet on Columbia avenue and a railway
sliding frontage of considerably over
two hundred feet in the rear. Its cen-
tral location, together with the ship-
ping facilities which the proximity of
the railway track in the rear gives are
considered as making the location an
ideal one for a warehouse. The frame
and brick buildings on the site at pres-
ent are to be torn down.

O THE CANNERIES

ng Around Salmon-
g Establishments De-
lly Clean and Neat
Notice Given of
Descent on Fraser

ts of the salmon canneries
n Fraser River and North
yesterday laid bare to the
ing eyes of members of the
fisheries Commission.
Commissioners descended on the
plants without any warning
impets, and they found every-
s the ordinary person would
packing season is in full
cannery had no time to
id deck out the plants for a
ception, and everything was
e commissioners desired it

It of their investigations the
ers are to-day forwarding
a report setting forth fully
ons which they found exist-
s. John Pease Babcock, pro-
missioner of fisheries, sum-
me report today when he
atement that at all the can-
neries cleanliness was ap-
very branch of the packing

Very Well Satisfied.

morning Commissioners
Campbell Sweeney and J. C.
New Westminster in the
fisheries tug Georgia and ran
palm river and North Arm.
the canneries, those which
ration and those which were
where the conditions under
salmon are being packed
to be excellent. Dirt of any
was noticeably absent.
canneries where packing had
night before and had not
tended yesterday, we found
delightfully sweet, clean and
declared Commissioner
to-day. "In those canneries
e opportunity of observing
managers left the floors and
fter a packing run. After a
anything, the best time to
cannery, because than some-
might have been carelessly
about. However in no such
find anything but the most
cleanliness.
thing Neat and Clean.

YESTERDAY AFTERNOON

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Miles East of Spokane—
Cars Plunged Over Em-
bankment and Caught Fire
-- Passengers Charge Exces-
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of speed with a sharp curve ahead. I
think we must surely have been going
forty-five miles an hour."

NEGRO PORTER'S CLOSE CALL

Nelson, B. C., July 24.—(Special.)—

LARGEST IN THE CITY

Work on Mammoth Building
Will Be Commenced Short-
ly—Immense Floor Space
-- Heaviest Construction
Work in Vancouver -- Ad-
dition to Buscombe Block.

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has been awarded in Vancouver for
some time was signed yesterday when
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feet on Columbia avenue and a railway
siding frontage of considerably over
two hundred feet in the rear. Its cen-
tral location, together with the ship-
ping facilities which the proximity of
the railway track in the rear gives are
considered as making the location an
ideal one for a warehouse. The frame
and brick buildings on the site at pres-
ent are to be torn down.

Heavy Construction Work.

Contractor McLuckie is just now
putting the finishing touches to another
large building which he erected—the
huge nine-story warehouse on Water
street, built for Kelly, Douglas &
Company. Some of the heaviest and
most substantial construction work in
the city is to enter into the erection of
McLennan, McFeely & Company's
warehouse. The ground floor and
basement will be especially strong, as
they are intended to carry large stacks
of heavy wire cable, chain and other
heavy hardware. Brick, stone and steel
will be the materials used throughout,
wood only being employed where it is

SECTION OF BROADWAY
WASHED OUT BY
HEAVY RAIN

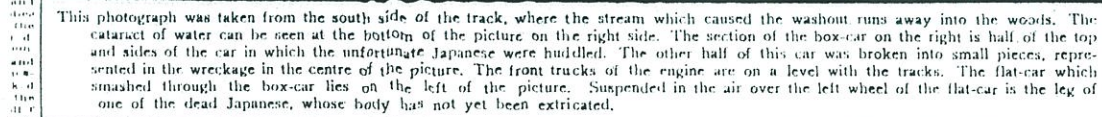
No Trains Operated Since Saturday Night -- Tales of Flooded Basements--Tram Service Interrupted.

The oldest inhabitant in the busload of men in the country today, he was wheedling the information that not in forty years has such a flood fallen. The ancient and honorable pioneer has things at his own way, as no person who experienced the deluge is willing to even formulate a doubt as to the absolute accuracy of his declarations. In his most enthusiastic moments the man whose memory of the coast goes back half a century is offering to wager that not since Mr. Noah inaugurated house-boating has there been such a torrential

The downpour was directly responsible for the loss of 22 lives and the serious injury of 18 men in the wreck which occurred on the Great Northern railway just west of the city limits of New Westminster yesterday morning, as fully reported in another column.

All over the city basements were flooded, in many instances the condition being due to the water backing up through drains, the sewers being unable to handle the torrents which were emptied into them. Business houses were not the only ones to suffer from flooded basements, the owners and occupants of many residences arising yesterday morning to find their cellars carrying from two inches to three feet of water. Churches were also flooded so badly that furnaces could not be used, and services were consequently curtailed yesterday.

Something also happened to the telephone systems on the Chongchun and Seyinmyi rivers, but an telephone communication with Inlelake is impossible; the damage can not be repaired. It has also been found that the water level in the lake has risen beyond the Sand Canyon along an Inle lake jetty, Jan having blocked the river and caused an overflow. The water level is now rising in the canyon to a depth of three feet. Scientists, however, are not suffering inconvenience beyond the fact that the water level is rising. It is hoped by the waterworks official that normal conditions of a system with a stable lake surface, the next 10 years.

[illegible]

No Trains In or Out on This
Dead * Closed * Canceled

Mr. J. A. McDermott, of Roseland, former Liberal leader, to be chief justice, Mr. Jonathan Hyman - chief justice.

Friday night and it is believed that Thomas then on, whose duty was around it was drowned, as he has not been seen since. The Canada was

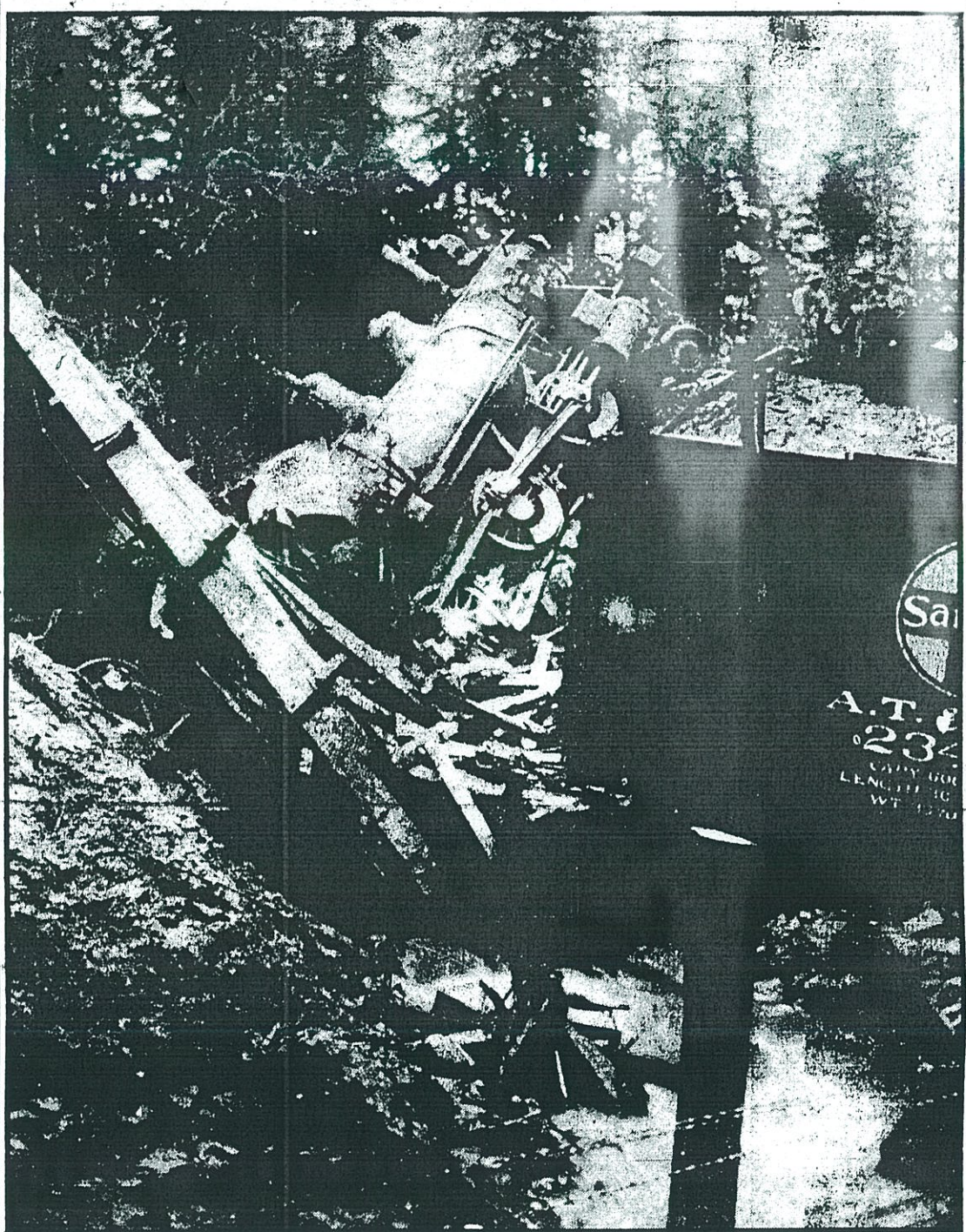
In Letter to R. L. Borden He

VANCOUVER DAILY PROVINCE

FOUR PAGES. VANCOUVER, B. C., MONDAY, NOVEMBER 29, 1909. TWENTY-FOUR PAGES. PRICE FIVE CENTS

SE
WRECK
Great Northern
esterday
Y INJURED
mercial Traveller,
Wreck

WHERE JAPANESE MET DEATH IN GREAT NORTHERN TRAIN WRECK



This photograph was taken from the south side of the track, where the stream which caused the washout runs away into the woods. The cataract of water can be seen at the bottom of the picture on the right side. The section of the box-car on the right is half of the top and sides of the car in which the unfortunate Japanese were huddled. The other half of this car was broken into small pieces, represented in the wreckage in the centre of the picture. The front trucks of the engine are on a level with the tracks. The flat-car which smashed through the box-car lies on the left of the picture. Suspended in the air over the left wheel of the flat-car is the leg of one of the dead Japanese, whose body has not yet been extricated.

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... the track, intending to
... a conveyance to the
... hospital. But before
... was far advanced,
... slowly owing to
... which the poor fellows
... and the tightness, which
... were wedged in the heap.
... baggage car, which had
... from the northbound
... moved by the section
... the work going travelling
... train, arrived. This
... from New West-
... drew, with a nurse, and
... as well as the section
... his gang and some offi-
... ally. With this hap-
... injured were soon out out
... to the baggage car and
... hospital, after they had
... surgical attention as
... The poor fellows
... were terribly mangled
... here the pain which
... been suffering, must
... tried hard to suffer their
... who had both his legs
... otherwise injured,
... while he received
... from his mangled

SECTION OF BROADWAY WASHED OUT BY HEAVY RAIN

Precipitation Was Four and a Half Inches in Twenty-four Hours.

RAIL TRAFFIC SUSPENDED

No Trains Operated Since Saturday Night — Tales of Flooded Basements — Train Service Interrupted.

When almost four and a half inches of rain fell in 24 hours something bound to happen; that amount of rain was precipitated on Vancouver and the surrounding country in the 24 hours which elapsed at 5 o'clock yesterday afternoon and things did happen—happened to such an extent that many thousands of dollars worth of damage was done in Vancouver and throughout the coast region, including Vancouver Island.

The oldest inhabitant is the busiest man in the country today; he's hoarding the information that no in forty years has such a flood fallen. Two ancient and honorable pioneers, who have things all his own way, as no person who experienced the deluge is willing to even formulate a doubt as to the absolute accuracy of his declarations. In his most enthusiastic moments the man whose memory of the coast goes back half a century is offering to wager that not since Mr. Smith inaugurated house-boating has there been such a torrential downpour.

Details of Precipitation.
Mr. T. S. Shearman, weather observer in Vancouver, is authority for the statement that almost four and four-tenths inches of rain fell in this city between the hours of 5 p. m. on Saturday and 5 p. m. on Sunday. The heaviest precipitation occurred between 5 p. m. on Saturday and 8 a. m. Sunday, when no less than 3.66 inches fell. From 8 a. m. Sunday to 5 p. m. Sunday the fall measured 7.1 inches. It was the rain of Saturday night and early Sunday morning that caused all the damage.

The downpour was directly responsible for the loss of 22 lives and the serious injury of 16 men in the wreck which occurred on the Great Northern railway just west of the city limits of New Westminster yesterday morning, as fully reported in another column.

In Vancouver the greatest single item of damage was the washing away of a large section of Broadway between Heather and Bridge streets. An immense amount of ground in these two blocks was literally sluiced away to find a resting-place in False Creek.

All over the city, basements were flooded. In many instances this condition being due to the water backing up through drains, the sewers being unable to handle the torrents which were emptied into them. Business houses were not the only ones to suffer from flooded basements, the owners and occupants of many residences arising yesterday morning to find their cellars carrying from two inches to three feet of water. Churches were also flooded so badly that furnaces could not be used, and services were consequently curtailed yesterday.

Water Systems Suffer.
Something also happened to the city waterworks systems on the Capilano and Seymour rivers, but as telephone communication with Intakes is impossible the damage can not be learned. It has also been found impossible to ascend the Capilano valley beyond the Second canyon owing to an immense log jam having blocked the river and caused an overflow which is said to cover the road above the canyon to a depth of three feet. Homeholders, however, are not suffering incalculably beyond the muddying of their water supply, and it is hoped by the waterworks officials that normal conditions of service will be established within the next 24 hours.

**C. P. R. MAIN LINE
BLOCKED TO LYTTON**
No Trains In or Out on This

B. C. COURT OF APPEALS
Appointment of Judges Announced Today at Ottawa.
Ottawa, Nov. 28.—The British Columbia court of appeals was today constituted as follows:
Mr. J. A. Macdonald, of Rossland, former Liberal leader, to be chief justice.

BELIEVE HANSON DROWNED
Watchman on Barge Canada May Have Been Killed in Accident.
The barge Canada, turned turtle in English Bay during the storm of Saturday night and it is believed that Thomas Hanson, whose duty was aboard it, was drowned, as he has not been seen since. The Canada was

**SIR CHARLES TUPPER
ON NAVAL POLICY**
In Letter to R. L. Borden He

WEATHER: STRONG WINDS, WITH SLIGHT ON RAIN.

THE VANCOUVER

SIXTEENTH YEAR.

TWENTY-FOUR PAGES.

VANCOUVER

SCORE OF JAPANESE MET DEATH IN WRECK

WHERE JAPANESE

Frightful Result of Smash on Great Northern
Near New Westminster Yesterday
Morning.

ONE WHITE MAN BADLY INJURED

He Was George W. Kemp, Commercial Traveller,
Who Was Riding on Engine---Wreck
Not Cleared Away.

Another frightful railway tragedy occurred on Sunday morning in the interurban district. A Great Northern worktrain, in which were 42 persons, including train crew, went through a washed out culvert. Twenty-two of the Japanese laborers aboard the train were either killed outright or died within a few minutes. The white man most seriously hurt was George W. Kemp, a commercial traveller, whose right foot was so badly crushed that it was amputated by surgeons at the Vancouver General hospital this morning.

Engineer Bentiger was bruised and crushed about the hips, but is resting well in the Royal Columbian hospital at Westminster and will be out in a week. Fireman Purdy was slightly injured; the conductor and time-keeper, who were in the caboose at the rear of the train, were also altogether unharmed.

Rain Did the Damage.

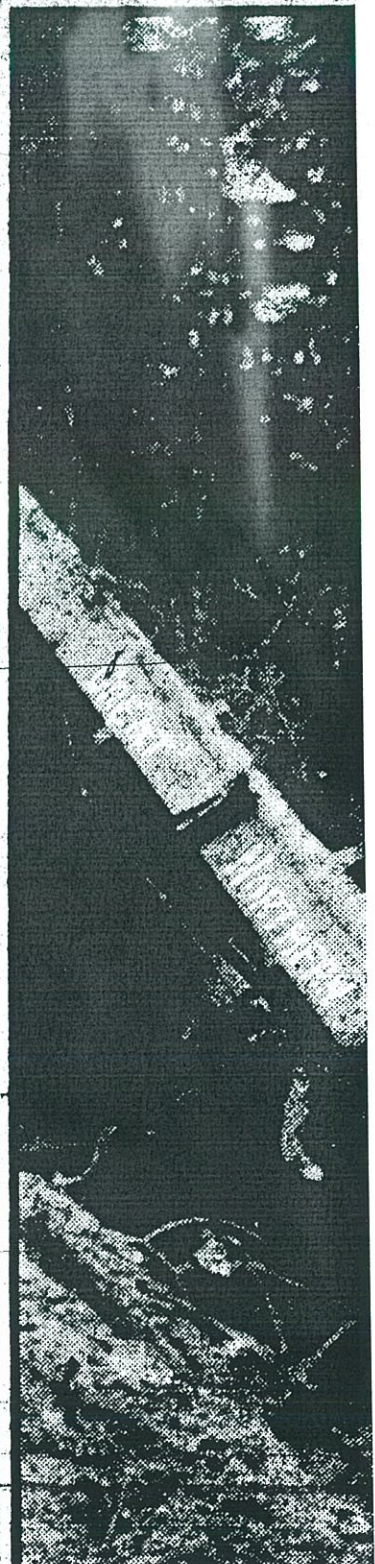
The accident occurred about a mile west of the city limits of New Westminster. The train consisted of an engine and tender, immediately following, which was a box car, in which were 30 Japanese; then three flat cars and finally a caboose. The train left Vancouver just after 6 o'clock, and was sliding easily down the grade between Burnaby lake and the curve at the distillery, when it went through the culvert. The latter carries under the track a little brook known as Kilby creek, which empties into the Brunette river a quarter of a mile below. The crossing of the North road, which connects Westminster and Barnet, is about half a mile from the scene of the accident.

Covering the culvert was a "fill" of gray sand about 20 feet in depth. This "fill" formed the track bed for

ing to the roughness and steepness of the ravine, we returned and tried the other side. The track was, of course, blocked in every direction by wreckage. We succeeded in getting across on the west side by fording the creek, and then found two other of the train men who were unhurt. I think these were the conductor and brakeman. The day was just commencing to break and in the light of the lantern we saw embedded in the sand, mud and water of the creek a whole heap of splintered timbers and debris of crippled men and dying humanity. It was a sight I never wish to witness again. Around were one or two Japs who were among the least hurt and had been ready extricated during their first success and cheer one another, but the major portion of the poor fellows were held fast in the green mud, lying at the bottom of the ravine. Their groans were heartrending. It soon became evident that we could do little good toward the work of rescue without some help and accordingly I hurried off to arouse some of the people living round about the North road crossing, which is some quarter of a mile from the wreck. Mr. Dunkey, Messrs. Henderson and some others, numbering half a dozen, so, answered promptly to the call and we were soon able to rescue several who were alive.

Instances of Heroism.

"During my absence the three trainmen had extricated the engineer and fireman, and a few others of the Japs. We improvised a stretcher from the wreckage and on this succeeded in carrying some of the worst cases up on to the bank, intending to take them in a conveyance to the Royal Columbian hospital. But before the work of rescue was far advanced, this being necessarily slow owing to the position in which the poor fellows were placed and the tightness with



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Covering the culvert was a "fill" of gray sand about 20 feet in depth. This "fill" formed the track bed for a distance of five or six hundred yards, and was succeeded, towards Westminster, by a cut from which the sand had been taken to make the "fill" just described. Saturday night's rain threw Kilby creek entirely out of its bounds. Slabs of wood and boulders were carried down the hill against the entrance of the culvert, which speedily became blocked. A small lake must have formed on the upper side of the "fill," which acted as a dam. Before the train came along the water had seeped through above the culvert and then carried away a large part of the earth intervening between the culvert and the tracks above.

Cut Box-car in Half.

With the rails still holding and probably several feet of caked sand underneath, the locomotive all but succeeded in crossing the culvert safely. The front trucks of the locomotive reached the further side when the tender went down sliding back into the hole. Following the tender came the red box-car in which were the Japanese. It plumed headlong into the hole in such a manner that half of it still stood in the air above the level of the tracks. Then came the first flat-car, which cut the box-car exactly in half as the cleavage had been done with a sharp knife. Reference to the accompanying picture will show just how this occurred. The bruised end of the flat-car in the foreground was the section which went through the box-car; and in the fraction of a second during which this was accomplished probably half of the ill-fated Japanese lost their lives. The two other flats piled partly on top of each other at the top of the hole, with their trucks still partly on the tracks. The caboose, in which were Ellis, the conductor, a timekeeper and a brakeman, never left the tracks at the west end of the cut.

White Men All Escaped.

When they felt the locomotive settle back and start to fail, the engineer and fireman jumped. How they escaped being killed is a mystery, for a great quantity of wreckage now covers the cab and the tender is lying hard against the rear of the engine. Purdy, the fireman, leaped toward the left and had hardly a scratch. The engineer was not very seriously hurt. Young Kemp, the commercial traveller, was travelling in the locomotive, being on his way to Cloverdale on a hunting expedition. His injuries have already been described.

When they felt the crash the three men in the caboose ran forward to the rescue. The conductor and brakeman assisted the engineer and Mr. Kemp as well as the Japanese they could reach, while the timekeeper ran back along the road to the home of

the engine, which was about a mile from the scene of the disaster. Dunkey, however, Henderson and the others, answering promptly to the call, we were soon able to find the men who were killed.

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Japanese Were Stoical.

Mr. Bunting and others who arrived soon after him say that the Japanese acted heroically. There were no shrieks, no wild cries for help, no imprecations, nothing to indicate their condition except a few moans of agony and dying appeals.

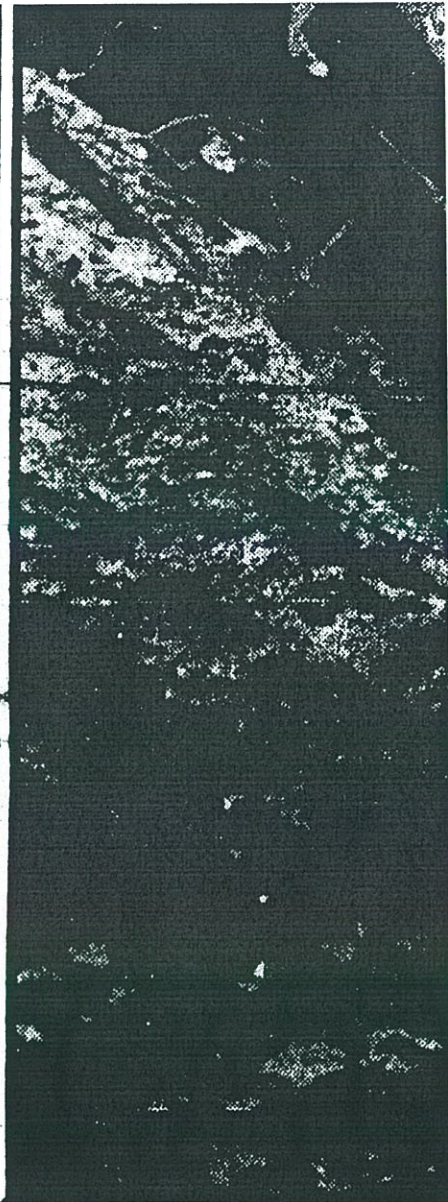
By 9 o'clock a train had arrived from Vancouver with Dr. Monro and other surgeons on board. Four bodies of the dead were placed aboard the caboose together with six injured. These reached Vancouver at noon. One man died on the way over and five are now at the General hospital, the recovery of all being looked for. Mr. Kemp was also sent to the General hospital. He is a traveller for W. H. Malkin & Co., and his wife and children reside at 220 Front street, Mount Pleasant.

Nine of the injured Japanese were taken to the Westminster hospital. It was stated today that all of these are expected to recover.

Ground Still Caving Away.

Through the long rain of yesterday afternoon and last night, small sections of earth caved in at both sides of the locomotive so that it was feared that the ponderous machine would slide over to the left of the right-of-way. Police officers took charge of the situation early in the day and regulated the actions of hundreds of visitors who braved the rain and inspected the scene of the accident.

Before dark yesterday 14 bodies were recovered and laid out on the sandbank at the south side of the tracks. Most of the Japanese had been dressed in "slickers" and rubber boots and these were carefully pulled over their faces and bodies. The severed head of one man was found, but his body is probably still amongst the



This photograph was taken from the cataract of water can be seen and sides of the car in which sent in the wreckage in the smashed through the box-car one of the dead Japanese, w

C. P. R. MAIN LINE BLOCKED TO LYTTON

No Trains In or Out on This Road Since Saturday —
Mudslides and Washouts at Many Points.

The C. P. R. main line from Vancouver to Lytton is tied up by slides and washouts, and traffic of all kinds is at a standstill, not a wheel having turned since Saturday night. East of Lytton the line is open right through the mountains and train service is being rendered east from Lytton to Montreal. For the time being Vancouver is isolated from the rest of

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When they felt the crash the three men in the caboose ran forward to the rescue. The conductor and brakeman assisted the engineer and Mr. Kemp as well as the Japanese they could reach, while the timekeeper ran back along the road to the home of the nearest settler. He was Mr. Freeman Bunting, who tells the following very interesting story of what he found when he reached the wreck:

"Early in the morning heard a heavy train go rumbling by. I had just dozed off to sleep when I was awakened by the noise of some one shouting outside. I jumped out of bed, and on reaching the outer door of my house heard a man at the gate, by which I have access to the Great Northern track, shouting frantically for a lantern. He climbed over and came in whilst I obtained the lantern, and then told me that a train had been ditched about a mile down the line, and that 50 men were buried in the debris. Having got the lantern he hurried off and I promised to follow him as quickly as I could. I hurriedly dressed and did so. At this time, about 6:30, it was pitch dark, the wind was blowing half a gale and howling fiercely through the trees, the rain was pelting its hardest, and the flood waters in the nearby creeks and the Brunette river were thundering and roaring as they rushed wildly along.

Greens Were Heartrending.

When I reached the scene of the accident I found my visitor, who was, I believe, the timekeeper travelling on the train with the lantern, trying to get across the creek, along which the swirling torrent rushed fiercely. I joined him and together we tried to get across on the east side of the creek, but the water was so deep, and the current so strong, that we were unable to do so. We then tried to get across on the west side, but the water was so deep, and the current so strong, that we were unable to do so. We then tried to get across on the west side, but the water was so deep, and the current so strong, that we were unable to do so.

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Narrow Escape for Owl.

That the Japanese lost their lives and not the passengers of the crowded Owl train from Seattle bound for Vancouver is a matter of mere luck for the people aboard the Owl. The train from Vancouver for Seattle passed the Kilby creek fill safely at midnight. The next regular train was due before 7 o'clock. The work-train was sent out and the Owl held at Westminster till the special arrived there. Thus the work-train and not the Owl met disaster.

Four of the dead Japanese are known to have been married. These four were all fathers of children.

Today, the Great Northern traffic is being handled into Vancouver by way of the B. C. Electric railway.

Building Permits.

Building permits were issued by Inspector Jarrett this morning as follows: J. C. Christian, Columbia avenue, \$955; H. J. Morrison, 118 Victoria Drive, \$2200; Barrett & Martin, 1204 Seventh avenue east, \$1200.

This photograph was taken from the south side of the cataract of water can be seen at the top and sides of the car in which the unfortunate man was seated in the wreckage in the centre of the wreckage the box-car lies caved in and one of the dead Japanese, whose body

C. P. R. MAIN LINE BLOCKED TO LYTTON

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It is hoped by C. P. R. officials that some of the many obstructions on the line may be removed by tonight, and they say they believe trains will be running again tomorrow. It is even hoped to have some trains run into Vancouver tonight.

There are mudslides and mud washouts along the C. P. R. all the way from Barnet to Lytton the trouble having been caused by the unprecedentedly heavy rains which started on Saturday about noon and continued for over 24 hours. Some of the largest slides took place at Barnet, China Bar, Spuzzum, Keefer and Lytton.

Over 1000 men are at work along the C. P. R. line between Vancouver and Lytton endeavoring to repair the breaks made by washouts and clear the track of obstructions brought down by slides. Every available man in the service of the company is employed at this work, but owing to the heavy rains which were still falling at many places in the interior the morning progress was comparatively slow. As fast as the repair gangs shovelled earth into washed-out fills the running water carried it out again.

It is reported that considerable snow has fallen in the Selkirk and Rockies, but the C. P. R. sustained no damage in that section.

All westbound passenger, mail and express traffic is being held at Lytton until the line is cleared to the coast.

B. C.

Appointments.

Ottawa, Columbia constituted. Mr. J. former Justice; Martin a P. To tal court, C. and Mr. are appo

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New C. mored he Nicaragua States, is dent of l didacy w the Unit While plans are he left h ton.

Express 12:20 o'clock Lytton, a from Mo night last In Vanco was turne returning gers for ferred to couver ye bound tr be turned service m point.

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Express left for M terday af was also depart th pected the couver fo this After



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1908. It is estimated—having the approximation on the totals as they stood in the books at the close of business yesterday afternoon—that the business revenue from duty for the month of November, 1909, will be \$202,000. The revenue from Chinese head tax for the month is \$13,811, making total receipts of \$215,811.

During November, 1908, the collections from duty totalled \$214,789, while the revenue from Chinese head tax was \$13,205, making a total of \$227,994.

Comparing only the collections from duty made during the present month and the corresponding month in 1908, the increase in revenue for November, 1909, totals over \$90,000.

Building Permits.

Building permits were granted by Building Inspector Jarrett this morning as follows: J. D. Murray, 2575, sixth avenue west, \$2000; W. Maudeley, 2036 Remlin drive, \$2250; J. D. Murray, 2338 Seventh avenue west, \$1000; A. Hanly, Turner street, \$3380; J. Radley, 2348 Fourteenth avenue west, \$1000; McDada, 1532 Comox street, \$200; J. Ratway, 829 Eleventh avenue east, \$1700; H. D. Crawford, 1847 Park drive, \$4300.

Candidate for License Commission.

Mr. J. W. Campion states that he has no objection to sit as a member from Ward One, such as he is credited with in the columns of a contemporary this morning. Mr. Campion has been an appointive member of the license commission this year, and will seek to be returned to the body next January through an appeal to the civic elections.

Died from Bridge Accident.

New Westminster, Nov. 30.—Alexander Chelmer, a young man who was injured by a fall on the new Lulu island bridge several days ago, died at the hospital in this city today. He was engaged in bridge construction, and only been employed for a few days when he fell from a scaffold suffering a fractured skull and a ruptured heart. He was 20 years of age and a native of Ontario.

tram, vehicular and pedestrian traffic. The contractor stands at work this morning, and hope to have the task finished by the end of the week. With this work done the city can lay what plans seem best for the permanent curbing at Heather street and the filling in of the roadway.

City Engineer Clement states that his department has been working for some time on a large drain down Laurel street, which would take some of the water now coming down Heather street. This drain has so far been extended only as far as Tenth avenue, and was of no service during the emergency of Saturday night.

Tram Company Will Assist.

In the temporary work on Ninth avenue arrangements have been made whereby the British Columbia Electric Railway company has agreed to bear one-third the cost of the work up to \$750, the tram officials promising to consider a larger amount if the cost exceeds the present expectation.

Outside of the damage on Ninth avenue the city engineer states the only destructive work of consequence on the city streets is at Twelfth avenue, a short distance west of Park drive. Here the creek forming the outlet of Trout lake destroyed the culvert across Twelfth avenue and has eaten through the road so that it has had to be closed for traffic. Repairs at this place will be made by the city engineers.

It is understood that damage claims will be filed against the city as the result of the accident at Ninth avenue. Mr. Reeves, who owns property in the 500 block on Eighth avenue, his property running through to Seventh avenue, states that his lots are badly damaged as a result of the flood and this morning he had them viewed by outside parties. It is also stated that the lots of Mrs. Shaw on Seventh avenue were seriously damaged, the flood having left a deposit of seven feet of dirt on the property.

The flood on the Capilano has worked extensive damage to the shingle-hill flume along the creek constructed at heavy cost several years ago. Where the flume passes through the canyon on a high trestle many of the supports have been torn away and the shattered timbers borne to the inlet on the roaring torrent which raged in the creek on Sunday. Above the canyon at numerous places the flood of the creek or the torrents which poured down every side of the path leading to the creek have wrecked the structure at numerous points.



RAIL TRAFFIC IS STILL DEMORALIZED

C. P. R. and Great Northern Busily Engaged in Repairing Breaks in Roadbed—No Trains Till Tomorrow.

The railways running into Vancouver have not yet recovered from the effects of the great storm of Sunday, traffic being still demoralized on both the C. P. R. and the Great Northern. The latter road is reported to be in just as bad shape as the former, the country through which the Great Northern runs between Vancouver and Seattle having suffered from flood conditions to an even greater extent than did the lower mainland of British Columbia and Vancouver island. The storm caused a tremendous amount of damage in Seattle and Bellingham, according to reports received from those points today. It is noted that in Bellingham some of the streets were covered with from two to three feet of water.

The line of the C. P. R. between Vancouver and Kamloops is now clear with the exception of three points where such damage was caused to the roadbed that considerable pile-driving and trestle building will have to be done before trains can be operated. To add to the trouble of the railway officials the snow which is expected to fall from these points today in the vicinity of Revelstoke is responsible for a number of small slides and west of that point it is expected that these obstructions will be cleared away by the time the line between Vancouver and Kamloops is open for traffic.

It is hardly expected by C. P. R. officials that westbound trains will reach Vancouver till tomorrow night. An attempt will be made to dispatch an eastbound train from Vancouver this afternoon but at a late hour it had not been determined that this plan would be carried out.

Between Vancouver and North Bend there are still breaks in the track at two points. One of these is just west of North Bend, while the other is in the vicinity of Yale. There is also a break at Kamloops, a short distance east of North Bend and there is some slight trouble about two miles east of Lytton.

Express No. 97, due to have reached Vancouver on Sunday, is now lying at Kamloops waiting to get through. The passenger, mail and express matter on express No. 1, due on Sunday, was transferred to No. 97 and express was turned back and is now heading for Montreal.

On the Great Northern railway there is a break on Sunday and north of Kamloops Vancouver and Bellingham. One bad spot is reported in the vicinity of White Rock. Not till tomorrow night will the westbound at Kamloops, near the city limits of New Westminster and the scene of the accident on Sunday morning, when 22 Japanese were killed, be so repaired as to permit the passage of trains. The Great Northern officials hope that by the time repairs are effected at Kilby creek the entire line to Seattle will be open.

Postmaster Macpherson is sitting back in his largest office chair gazing in bewilderment at the ever-increasing pile of outward bound mail, which is accumulating at the Vancouver postoffice. This mountain of letters and newspapers will keep on growing till train service is re-established and until such time as mail within a few hours extra space may have to be provided to receive the overflow of mail sacks.

There have been no mails in or out of Vancouver since Sunday, and it does not appear likely that service will be resumed before tomorrow night or Thursday morning.

When the west and north-bound mails which have been at since Sunday start pouring into Vancouver the postoffice will be swamped, and it will take the carriers some time to catch up with their deliveries.

"I wish to ask the people of Vancouver to be patient and let the mails come the trains start coming in," said Postmaster Macpherson today. "The



ORIGIN OF FIRE STILL IN DOUBT

Inquiry Fails to Reveal Causes that Led to Burning of the Steamship St. Croix on November 20.

Seattle, Nov. 30.—The origin of the fire that destroyed the steamship St. Croix of Point Dume on November 20, imperiling the lives of over 100 passengers and the crew, is as much a mystery as ever, although nearly every officer of the vessel, several members of the crew and some of the passengers were put through a searching examination by Federal Inspector of Steam Vessels John K. Bulger and O. F. Holmes. Every question asked by the inspectors was framed with the object of eliciting information that might indicate the cause of the disaster, but not a statement was made that seems to throw any light on the matter.

Acting upon a letter received from Los Angeles, Bulger called Martin Nett, an officer of the first vessel, and the latter said that Nett had made a statement in the southern city that he had an idea of how the fire started. Nett denied that he had ever made such a statement, and could add nothing to the knowledge of the fire already obtained.

From the statement of Third Mate Harry Warner that the fire appeared to be in the vicinity of the liquor locker, and that some of the electric wires of the ship passed through the locker, it is possible that a conclusion as to the cause of the blaze may be drawn. Warner said that on a former occasion the fuses had blown out and the ship had been left in darkness. The examination is being continued.

SURVEYS FOR NEW LINE

Strategic Importance of Alberta & Great Waterways Railway.

Winnipeg, Nov. 30.—J. A. L. Waddell, chief engineer of the Alberta & Great Waterways railway, arrived in Winnipeg last week to engage engineers for the survey operations which are to be pushed ahead with all possible dispatch.

J. Cornwell, M. L. A. for the Peace River district, who passed through the city last week, gave his opinion that the line in question is the most strategic piece of railroad work in North America. Next summer Mr. Cornwell, who has spent twelve years in the territory tributary to this line, will take a party of leading Canadian and American engineers on a trip through the Peace River country. They will travel over two thousand miles by stage and river, and according to Mr. Cornwell, will be one of the most unique journeys ever made by newspaper men.

Point Highway for Point Grey.

The Point Grey municipal authorities have decided to follow up the work of improving the roads of the district, commenced under the Street Improvement bylaw authorized by its electorate during the present year. The plan now under discussion contemplates the expenditure of \$250,000 for road improvements during 1910 and a bylaw covering the work will be submitted to the electorate for endorsement.

public may rest assured that we will train every facility to make deliveries of mail as fast as possible, and if letters should not be received as soon as expected I ask for some indulgence as I know that we will be literally buried under mail matter from all parts of the country as soon as the first trains arrive."

Telegraph lines south and east are out of commission, none of the telegraph companies being able to furnish service today. Late this afternoon the C. P. R. Telegraph company managed to get a line open to Winnipeg. Both in Vancouver and at outside points the telegraph offices are stocked with messages which will clog the wires for some time as soon as service is resumed.



SHRIEKING GIRL TAKEN FROM COURT

On Verge of Hysterics When Companion Was Sentenced to Year in Jail for Black-mailing.

Not since the days of the trial of Mrs. Jones and her daughter, Mrs. Jackson, in connection with the Jackson poisoning case have the officers and habitues of the Vancouver courthouse been treated to such a sensational scene as was afforded yesterday afternoon when Shaughnessy, a blackmailer, was sentenced to imprisonment for one year by Judge McInnes.

Shaughnessy took his sentence with some show of indifference, but his fellow prisoner, a girl with whom he had been living for some seven months, made the courtroom ring with her cries. The girl worked herself into such a state of excitement that she was on the verge of hysterics and court was adjourned. Judge McInnes announcing that he would deal with the girl's case this afternoon. Today she was sentenced to nine months.

Apparently totally unprepared for the sentence passed upon her companion, the girl lost control of herself, and from the prisoner's box broke forth into loud declarations of the innocence of the man. Her cries could not be stopped, and they grew wilder, her high-pitched voice penetrating to all parts of the courtroom, even being heard in the large court room upstairs. She was finally removed from the court.

The sentence passed on Shaughnessy was the outcome of an attempt to extort blackmail to the amount of \$360. Both the man and the girl are Americans, the former from Kentucky and the latter from California.

JOSEPHINE CARR DEAD

Girl Who Stole Infant and Caused Its Death Dies in West.

Kingston, Ont., Nov. 30.—(International copyright.)—The far west of the death of Josephine Carr, a young woman who in her childhood was associated with a tragic death in Toronto of an infant which she stole away in a garment from the front of the T. Eaton department store. As a result of the crime Josephine spent some years in the penitentiary and was finally pardoned and transferred to the north-west.

On May 19, 1905, the Toronto infant, a child named Harry Murray, was reading in a baby carriage in front of T. Eaton's department store when Josephine came along and stole the child, which she carried away, tumbling it down the side of the railway track into a culvert, where its dead body was found a couple of days later.

PROTECTION FOR PRESS

Regina, Sask., Nov. 30.—The legislature, having settled down to an unpractical work of the session, the attorney-general moved the second reading of a bill respecting actions for libel and slander.

Newspapers may apply to the judge to have these actions consolidated into one, and if proceeded with the jury must find a special verdict against each newspaper and assess the damages, which, together with costs, would be apportioned among them. This will safeguard the press from frivolous actions. Newspapers will also have the right to apply to the judge to compel the plaintiffs to furnish security for their costs, on the ground that they have a good defence for action, or that it was a vexatious or frivolous one brought for the sole purpose of hindering publication. The judge may order the plaintiffs to provide such security.

Pleebate on Annexation.

The Point Grey council has decided to submit to the electors of the suburban district a pleebate on the question of the annexation of the Point Grey district to the city of Vancouver.

now marked appeal and a majority of as showing the int in their favor.

"It is our inter the county judge the general count trials," said Key. I conclusion of the other way can win majority of the li we certainly have percentage."

Upon the return Spencer, though, I was still in doubt required percentage of local option the lace or not.

In their duty rec Courtney, in Comoro and 86 against Chilliwack and constituencies have heard from Mr. I before all are in, month before the elion is known.

ACTIONS AGAIN

Two Suits for Dan Supreme Court.

Two actions against lumbia Electric were to have been court today, but he postponed on account of a sick suit, which h seven days and a h for a day or two.

The first action heard at the conclusion before Mr. Justice McInnes. The damages brought by Vancouver man, w cut off by a street car last September.

The second suit, Mr. Adam Brown, family of John San ed Justice McInnes. A man was employed was working on claimed, when and into the jerking hi and throwing him ground, death ensue hours. The suit is Mr. A. N. Harp the plaintiff in the f A. C. Heydence-Jack tior of Bankows and action for Mr. I K. C. will represent both cases.

DRIVING LA

Lum Lung Thied in Court Today.

"It is not often men abusing honor will be no more of for, if you offered a son down for a term."

In the provincial morning Magistrate Lum Lung \$10 and being hanged. Accord Pongchi it was in original to drive 1 conditions it was in.

FARMERS HOL

Discovering Their Prices to a Gi

That farmers are power to dictate a much greater extent the past is indicate milms still prove months of heavy a wheat, and the end winter wheat, alom of prices near the Viable supply is t them, while the est are becoming more as more difficult.

Crushed Under

A serious train accident this morning when a team of 1 a load of wood to away. The driver, man of 2034 Qu the own to the ground load of wood fell a resemblance was 1 and the unfortunate the General hospi found that he had ber of broken ribs

Great Not

At the meeting works this evening ern railway will a

THE VANCOUVEVER

SIXTEENTH YEAR.

THIRTY-TWO PAGES.

VANCOUVER, B. C., THURSDAY, MARCH 11

DEAD AT WELLINGTON NUMBER ONE HUNDRED

All Hope of Rescuing Victims From the Debris of Avalanche Has Now Been Finally Abandoned

BODIES TO REMAIN ON THE SCENE

It Will be Impossible to Remove Dead Until Great Northern Tracks Are Cleared of Snow

Wellington, Wash., March 3.—Twenty-eight bodies have been recovered from the avalanche debris, and 60 are missing whose names are known, besides a number of laborers. Probably more than 100 persons were killed. All who have been recovered are dead.

The scenes here are indescribably awful. Seven bodies were recovered last night. Two of the seven were electricians who were sleeping in a cabin at the edge of Wellington. The cabin was carried 300 feet down the gorge.

No hope is entertained by anyone here that any of the missing are alive. Of the 65 or more bodies still in the terrible tangle of snow, ice, trees and wreckage, probably 50 will have to be left for weeks, perhaps for months. It is freely predicted by many of the workers that the bodies not immediately recovered must be left till summer.

Superintendent O'Neill says the slide was caused by a terrific electric storm. He expects to open the road by April 1. The men sleeping in his private car were all killed. The icebox was the only part of the car saved. The car in which Mrs. Covington slept has been found and one body taken out.

These slides have occurred between here and Scenic during the past two days. The wreckage is strewn over half a square mile. All that can be seen is portions of timber sticking up through the snow.

One hundred and fifty men are digging for the bodies. It is like searching a haystack for a needle. The climb up the hill between Scenic and Wellington is not unattended with danger. If the rain continues there will be more slides. If it freezes the people here will encounter difficulties in getting out. Preparations are being made to send the bodies to Scenic on toboggans. A number of foreigners immediately after the accident commenced robbing the bodies. They were driven off by the railroad men before the deputy sheriffs arrived.

Everett, Wash., March 3.—Railroad men who have been at the scene of the Wellington avalanche, where two Great Northern trains were carried down into a canyon 150 feet below the track level, say that the rescue of any of the persons missing would be a miracle, and that all are certainly dead. This makes the total death toll 11, according to the official list, but this is now said to be incomplete.

The company last night gave out a list of the known dead, missing and rescued. Eight passengers and nine railroadmen are known to be dead, and 31 passengers and 29 employees are missing. The official list is as follows:

Official List.

Passengers known to be dead:
Lillian Barrett, Chemainus, B. C.;
Francis Starrett, Chemainus, B. C.;
James McNeely, Seattle; E. Lemman, Hunter, Wash.; Mrs. Ada Lemman, Hunter, Wash.; Miss Nellie Shapp, Spokane; A. R. Vail, Trinidad, Wash.; M. M. Barnhart, Spokane.

completely buried. The day coach and smoker have entirely disappeared, being smashed to pieces. One woman was rescued from the Pullman after 12 hours' imprisonment. brakeman Duncan and conductor Purcell and Clary, who were in a car that was reduced to splinters, escaped almost unhurt, and joined in the work of rescue in their bare feet.

The first news direct from the scene of the disaster was received here last night when Dr. Cox, one of the Great Northern physicians, who went up on the first relief train, returned from Wellington accompanied by three of the survivors, Ray Pargue, R. M. Langley and Thomas E. A. Bates.

Pargue and Bates estimate that not more than 10 of the 116 who were carried into the canyon by the avalanche escaped serious injury. Eleven passenger cars, three locomotives, four electric motors, one rotary snowplow, the rotary shed and the sand house were swept away by the slide.

Pargue was in a car in which there were five women and seven children. Three women and two children escaped, but the others undoubtedly perished, he said. When the disaster

BUDGET MORIBUND IF NOT ALREADY DEAD

Unionist Forwards Clamor For Mr. Balfour to Assume Office.

REDMOND AND HIS PRICE

Times Says That Ministers Get Angry Whenever Word Budget is Mentioned Now—Tariff Reform Movement.

London, March 3.—(Special Cable.)—If Mr. Lloyd-George's budget is not actually dead it is so moribund that there is "none so poor as to do it reverence." As the Times says today:

"The one thing which oxen and wain-ropes will not drag from the ministers since their latest bargain with Redmond is what they are going to do with the 'people's budget.' The lords referred it to the people, the people have spoken, and the government, which boasts loudly that the elections yielded it a majority of 124, dares not bring before the commons the very budget which it denounces the lords for not accepting without demur. It was proclaimed before dissolution and since that the budget would be introduced at once without the change of a comma. That was to be the very first act, seal and symbol of the government's triumph."

"But Redmond frowned, and now the ministers only get angry when the word budget is mentioned. It looks as though the cabinet was being driven to bury it altogether, flying on from hand to mouth on borrowed money until a general election, hoping to bring about a crisis on the veto-of-the-lords issue, and on that alone. This is the price Redmond receives for allowing the government to live at all."

Meantime a forward party is being evolved among the Unionists, composed of men who are determined to force the fight against the ministry and to overcome Mr. Balfour's supposed hesitation to take office despite the minority of his party in the commons, and in this way to get command of the departments to organize tariff reform and to dissolve parliament at his own time and on his own issue.

No weight should be attached to the insignificant Unionist intrigue to dethrone Mr. Balfour and to modify if not to abandon the food tax part of the Unionist policy. The best informed Unionists realize that there is no alternative to Mr. Balfour at least, and to drop the food tax would imperil the revenue, advantage of tariff reform and destroy Ireland's interest in it, not to mention the essential colonial aspects of the question.

OHIO FLOODS SPREAD

Levee Along River Crumbles, and Hundreds Are Homeless Today.

Cincinnati, March 3.—The flood situation again became menacing today with prospects that the Ohio river would pass the danger mark of 50 feet here within 16 hours, according to the weather forecast.



AMERICANS OPENLY VIOLATE LAW

Fish Commissioner Babcock Gives Result of Investigation by Inspector North—Sentiment of Cannery.

Victoria, March 3.—The laws of Washington prohibit the taking of salmon during 16 specific hours each week by purse and dragnet, as well as providing for the closing of all premar-

concluded closed 3 These spent 2 weekly America contains John P. Bower, sent 4 assembly After side of tions in season's cock ob "It is ermen" against forced 1 more fa tions on as providing for the closing of all premar-

THE VANCOUVER D.

SIXTEENTH YEAR.

TWO PAGES.

VANCOUVER, B. C., WEDNESDAY

VANCOUVER MEN KILLED IN RAILROAD DISASTER

Death Roll at Wellington, Wash., Will
Probably Reach Fifty or Sixty---
Drifts Prevent Rescue

SURVIVOR TELLS THE SAD STORY

Stalled Train Was Unable to Return to
Tunnel as Coal Was Needed to Keep
Coaches Warm For Sick

Everett, Wash., March 2.—Superintendent O'Neill of the Great Northern, who is doing relief work in the mountains, telegraphs that 60 lives were lost in yesterday's avalanche. Every effort is being made to restore telegraphic communication.

Everett, Wash., March 2.—It is now believed that 60 persons, some of them from Vancouver, B. C., lost their lives in an avalanche which thundered down the steep mountainside near the Great Northern tunnel at Wellington in the Cascades at 4:30 o'clock yesterday morning, sweeping with it a fast mail and passenger train that had been stalled since Thursday last by snowdrifts. There were 70 people in all on board the train.

Breathless and exhausted after an eight hours' struggle against a blinding blizzard, John Wentzel of Wellington staggered into Skykomish yesterday morning with the first news of the disaster. Wentzel gasped out his story in broken sentences. It was some hours after his arrival before he was able to give a connected narrative of the tragedy.

All Wiped Out.

"All wiped out," he cried. "Nothing but smooth snow where the track stood and the train dumped into the canyon! Nobody can tell how many were killed."

The telegraph line east of Scenic Hot Springs is down and the only word from the wreck yet received was brought by Wentzel. According to his story, the avalanche came without warning. Wentzel, who was at W. R. Bailett's hotel, ran out to see the billows of snow settling over the tracks where the train had stood. Later he saw men carrying women and children from the partially buried coaches down in the gulch. He saw eight men and women carried out.

Among those known to be on the train, and probably killed or injured are: G. Heron, Vancouver; J. R. and Mrs. W. M. Starrett and three children; Victoria; Alex. Chisholm, Rossland; John Mackie, Maple; Mrs. William May, Chemainus.

The dead reported are: Trainmaster A. L. Blackburn, Everett; A. A. Longway, secretary to Superintendent O'Neill, Everett; Lewis Palmer, Everett, cook on Superintendent O'Neill's car.

Seriously injured—J. B. Kardos, fireman.

Slightly injured—Engineers Osborne and F. S. Martin, Everett; Carroll Jorgensen, D. B. Tegmeyer, Everett; Firemen Gilmah and Bennington, Everett; Monk E. A. Bates, Fred Nelson, Conductor M. A. White, Everett; Brakeman Ross; Mail Clerk A. H. Russell; Porters A. Smith and L.

cap was a pall on all our spirits. It was the most enormous accumulation ever known in the mountains, according to Mr. Bailett. During all this time it snowed continuously with terrific winds driving the drifts. Conductor Pettitt, who was in charge of our train, proved a hero throughout those trying days. We all ate at Bailett's hotel. There was plenty of food, but only coal enough to maintain the heat of our coaches, which was absolutely necessary because of the sick people aboard. For this reason we abandoned a plan to run our train back into the tunnel.

Town Electrified.

"Monday noon I prevailed upon the party already named to walk out to Scenic with us. I should judge the walk from Wellington to Scenic is about eight miles. It snowed continuously. At one place called Windy Point, the blasts were so terrific we could scarcely move against them. Conductor Pettitt took the lead. Yesterday morning we saw Wentzel, who brought out the news. The man was so terrified we could scarcely get sense from his story. It electrified the town into action, and a relief train was made up at once. All the local surgeons volunteered, and a half dozen nurses went. They will be useless, though. They can not get within three miles of the scene. The snow is packed like cement, and the rotaries are powerless against it.

"When the news of the avalanche came to Scenic four of our party turned back. Bowles and Field of Vancouver returned to learn the fate of Bowles' brother, who had been left on the train at Wellington. Mr. Field promised to telegraph me definite news as quickly as he can get back to Skykomish, but so far no word has come because of the wires being down."

Town Is Safe.

The railroad at Wellington creeps along the mountain side with sheer cliffs and steep slopes rising above it some 1,000 feet. The town is built on a narrow bench not more than 100 feet wide.

According to Montzel's story the town was swept into the canyon by the avalanche, but it was learned later today that this was not the case. The cars fell 150 feet and were buried in the debris. Superintendent O'Neill and his men, who escaped, are hard at work endeavoring to rescue the buried victims.

A third relief train carrying supplies for 500 men for ten days will be sent to the blockaded district. This

FLOODS TO TAKE WHAT SNOW LEFT

Railroads in Washington Fear
That Communication With
East and South Will Be Cut
Off Today.

Seattle, March 2.—Warm weather prevails all over the state of Washington this morning. The snow is melting at a prodigious rate and it is feared that the Puget sound country will be cut off from railroad connection with the east and south before the day is over.

The Northern Pacific, which has been clearing away earth and snow-slides in the mountains, is having less trouble than the other lines in keeping its track open in the snow region, but on the west slope of the Cascades the main line roadbed is threatened with washouts in a number of places.

A Northern Pacific train started for Portland this morning but there is great uncertainty about its getting through. The line to Portland yesterday was tied up by three washouts. These breaks have been repaired, but all the streams are going out of their banks. Most of the trains between Portland and Seattle have been cancelled.

The Great Northern's main line through the mountains will be closed for a week longer, it is expected. The weather bureau does not offer much hope. The rainfall has been light, but the temperature continues the same as yesterday at all points.

Pease Gets a Seat.

London, March 2.—J. A. Pease, a former junior lord of the treasury, who was defeated in the Saffron-Walden division of Essex in the recent elections, was returned by acclamation yesterday for the Rotherham division of West York in the place of Sir William Holland.

Fund for Immigration.

Montreal, March 2.—Lord Mount Stephen has placed securities amounting to \$200,000 in value with a yearly earning power of \$14,000 in the hands of Robert Meighen, president of the Lake of the Woods Milling company, and John Turnbull of the Royal Trust company as trustees, who will administer the fund to foster desirable immigration to Canada.

EXPEND \$3,500,000 ON PACIFIC DIVISION

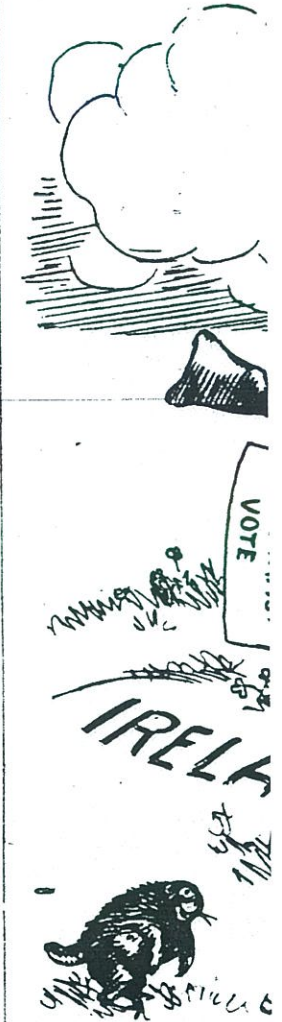
C. P. R. Will Improve Terminal
Facilities In Vancouver—
New Bridge Across Fraser—
To Aid Fruit Industry.

An appropriation of approximately \$3,500,000 for betterments and improvements to be carried out this year on the Pacific division of the Canadian Pacific railway was recently made by the board of directors. There will be a large expenditure for improving the terminal facilities in Vancouver. Many additional tracks will be laid in the False creek yards to various warehouses and warehouse sites in the rear of Beatty street. The inward freight shed

SOUTHERN PACIFIC OUT OF COMMUNION

Line West of Ogden
Closed For Week At
—Floods Menace To
Nevada.

Ogden, Utah, March 2.—The Southern Pacific official forward to the opening of the west of Ogden within 24 hours they admit that the floods Humboldt valley of Nevada overwhelming and widespread destructiveness that it will be before any semblance of a re of traffic will be attainable. Three large bridges are out of use. The Humboldt river has



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Seriously injured—J. D. Kurdes, Bremerton.

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The night before the slide a party of ten men, numbering among them John S. Rogers, a real estate dealer of 861 Terrace street, Everett; and A. Sperber, R. McKnight, Samuel Field and E. W. Bowles, all of Vancouver, B. C., had walked into Skykomish from the stalled train at Wellington. Until Wentzel's appearance they had brought the latest news of the passengers at Wellington. At the instigation of Mr. Rogers, who had feared the accident, the party of ten left Wellington at noon Monday.

Terrific Odds.

Their flight from Wellington was against terrific odds. Death dogged their trail, and once, when they had rounded a curve, running swiftly along the tracks where a great avalanche of snow overhung and the cracking of trees told them of the danger, they were almost stunned by the roar and concussion of a slide which swept down behind them, blotting out their trail and sweeping a clear path before it to the gulch a thousand feet below.

Exhausted with sleepless nights and worry and with his long tramp Mr. Rogers last night told of conditions at Wellington up to the time he left.

"I had been to Soap Lake on business," he said, "and left just a week ago by the Great Northern. By the time we reached the mountains the train I was travelling on was carrying fully 70 passengers. At about 6 o'clock Wednesday morning we were stopped at the east portal of the Cascade tunnel. We stayed there until Friday, getting our meals at the bunkhouse, two meals a day.

"On Friday night we left the east portal and an hour later, as we afterwards learned, an avalanche wiped out the station and bunkhouse, killing two men. We pulled through the tunnel as far as Wellington which is about half a mile from the west portal.

At Wellington there are three tracks. On the track nearest the mountainside stood Superintendent O'Neill's private car, two boxcars, the engine and three of the electric motors. On the second track stood my train, consisting of an engine, baggage car, two coaches, two sleepers and an observation car. On the third track stood the fast mail car, which were 16 to 18 mail clerks. About 16 track laborers were also sleeping on this train in the day coaches.

Warning Landslides.

"Sunday I saw a slide come down the west of the hotel, carrying them with it. I began to fear then for the safety of all of us, and I scarcely slept all Sunday night. Sunday night there was a slide at the east portal which filled a 50-foot gulch across the track. Previous to that we had the best of things. We visited the coach to coach, joked with the men, and did our best to keep everybody reassured. Conductor Pettit was prominent in everything of that sort.

Wentzel, who brought out the news. The man was so terrified we could scarcely get sense from his story. It electrified the town into action, and a relief train was made up at once. All the local surgeons volunteered, and a half dozen nurses went. They will be useless, though. They can not get within three miles of the scene. The snow is packed like cement, and the rotaries are powerless against it.

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A third relief train carrying supplies for 500 men for ten days will be sent to the blockaded district. This indicates that the snow fight on the Great Northern is now started. As further details of the disaster, which are coming very slowly, are received the horror grows. The bodies of 23 have been recovered, 25 are reported missing and about 20 were injured. It is believed that 18 are still alive. Shouts can be heard although muffled by the snow.

John Heron of Grand Forks, B. C., has been expected to arrive in Vancouver for the past few days on a visit to his brother Mr. G. Heron of the Western Lumber & Shingle mills. It is feared that he is the G. Heron who figures in the list of killed.

FIRE FOLLOWS WRECK

Great Northern's Finest Train Burning in Ditch—Two Dead.

Spokane, March 2.—The Oriental Limited, the Great Northern's finest train, eastbound, struck a rock at Milan this afternoon and went into the ditch.

Flames burst out, and it is believed that the entire train will be consumed. Two are known to be dead, the engineer and a hobo who was stealing a ride. A wrecking train has started from Spokane.

DREDGE FOR FALSE CREEK

Dominion Authorities Order Equipment to Start Work Next Week.

The civic authorities were this morning notified from New Westminster that the government dredge had been ordered to proceed to False creek to engage in dredging work, and that the equipment would be sent during the first part of next week.

The city has two points at which it desires dredging to be done in the creek, specific promises to perform the work having been given by the Ottawa authorities. One location is at the site of the coopeage works on the north shore of the creek, just east of the Cambie street bridge. Here the city is not ready for the operations as the contract for the necessary cribbing was only awarded on Monday night to Mr. M. P. Cotton.

The other point is just east of the Westminster avenue bridge, where it is desired that a channel be dredged for a submerged water main, thus opening the way for the tearing down of the temporary bridge. A request for this latter work has been urged by the men having industries at the head of the creek, and the city is now facing a claim of \$150 as compensation for extra work in taking a beam of logs through the pile structure last week. The water main might be laid in the present bed of the creek, but this would make no allowance for any dredging or improvement of the stream.

It is probable that the dredge will start work at Westminster avenue as soon as it arrives. The inspector thinks that part of the work may have to be done at night as the situation may require the draw to be opened while operations are in progress.

Stephen has placed securities amounting to \$300,000 in value with a yearly earning power of \$14,000 in the hands of Robert Melghen, president of the Lake of the Woods Milling company, and John Turnbull of the Royal Trust company as trustees, who will administer the fund to foster desirable immigration to Canada.

EXPEND \$3,500,000 ON PACIFIC DIVISION

C. P. R. Will Improve Terminal Facilities in Vancouver—New Bridge Across Fraser—To Aid Fruit Industry.

An appropriation of approximately \$3,500,000 for betterments and improvements to be carried out this year on the Pacific division of the Canadian Pacific railway was recently made by the board of directors.

There will be a large expenditure for improving the terminal facilities in Vancouver. Many additional tracks will be laid in the False creek yards to various warehouses and warehouse sites in the rear of Beatty street. The inward freight shed near Pender street will also be extended and enlarged.

At Field the yard will be enlarged and an addition made to the engine-house. The Kamloops yard will be revised and additions made. The company will also add six new stalls to the engine-house and build a machine shop. The large increase in traffic on the main line necessitates a very large expenditure for sidings and spurs. Extensions will be made to all yards not extended in recent years and numerous intermediate sidings will also be built.

Bridge construction does not figure as a big item this year as the work has been nearing completion during recent years. The cantilever bridge over the Fraser river atasco will be replaced by a heavy through span to be supplied by the Canadian Bridge company. In addition to this the uncompleted work on a number of large bridges in the Kootenays will be finished this season.

Owing to the rapid development of the fruit-growing industry in the Okanagan valley wharves and buildings to facilitate the handling of fruit will be erected at Okanagan Landing, Kelowna, Summerland, Penticton and Vernon. New engine-houses will be built at Rogers Pass in the Selkirk and at Smeater junction.

The company will also lay a considerable mileage of the main line with new 55-pound steel rails, replacing 73 and 80-pound rails and will also do considerable ballasting.

BUILDING DEPARTMENT

Permits for Buildings to Value of \$50,000 Issued This Morning.

Building Inspector Jarrett this morning issued permits to the value of \$50,000, and before the day is over new permits will probably bring the business for the first two days of the month up to \$200,000.

Among the permits of this morning was one to Mr. C. J. Church for a frame apartment-house at 2036 York street, costing \$18,000. Another large permit was issued to Mr. H. Hoffmeister covering a two-story warehouse at 1290 Howe street at a cost of \$9,000.

Other permits were, as follows: Mrs. Collier, 1125 Bernard street, \$14,000; J. C. Hingworth, 349 Fourteenth avenue east, \$15,000; R. J. Brown, 1190 Eleventh avenue west, \$5,500; A. M. Wilson, 2110 William street, \$15,000; M. C. Coleman, Tenth avenue, \$3,000; H. S. Morrison, 47 Fourteenth avenue west, \$15,000; R. J. Coleman, Dock street, four houses, \$6,000.

WORSE THAN NEW YORK

Ratio of Infant Mortality Higher in Toronto Than in Gotham.

Toronto, March 2.—Figures prepared by Toronto newspapers show that infants born in New York have a better chance of living than those born in Toronto.

In overcrowded slums, at which we are accustomed to hold our breath in horror, says the report, newborn infants have a better chance of living than in our own city. The death rate of infants under one year of age in every thousand born alive in New York is 144 in Toronto it is 155 and in



SOUTHERN PACIFIC OUT OF COMMISS

Line West of Ogden Will Closed For Week At Least—Floods Menace Town Nevada.

Ogden, Utah, March 2.—Facing the Southern Pacific officials look forward to the opening of the west of Ogden within 24 hours; they admit that the floods in Humboldt valley of Nevada are overwhelming and widespread in destructiveness that it will be before any semblance of a rest of traffic will be attainable.

Three large bridges are out in Hoaden canyon, 300 miles west of Ogden. The Humboldt river has changed its course and is now sweeping an irresistible flood where the railroad track ran.

To add to the alarming conditions warnings were issued at Elko, this morning that the crest of an unprecedented flood is assuming proportions which threaten to submerge the district down the valley. People of Elko have been advised to leave the district, which is in path of the flood.

Trains which were started from Ogden yesterday are returning to be held here indefinitely. White Sox special train will be here a week and Comiskey has decided to start training at this time. The players have secured the armory and gymnasium for work and will do field work at ball grounds and at the Utah Springs near Ogden.

Reno, Nev., March 2.—Central eastern Nevada is experiencing worst floods in the history of state, and reports reaching this from Carlin, Battle Mountain, Elko are to the effect that the Humboldt and Reese rivers have gone round all bounds, washing railroad and county bridges, inundating the valleys and low ground from Death to Winnemucca.

The Humboldt river at Carlin, highest in its history, and is one wide with the crest of the flood, yet reached. Five railroad bridges, Beowawe and Battle Mountain, been condemned. The steel rail bridge at Palisades is in danger. Western Pacific men at Carlin dynamited the ice in an effort to the bridge. Reservoirs north of have broken and ten feet of water rushing down the canyon near place. All ranches on the Humboldt river are flooded, and cattle are driven to high ground.

PARIS AGAIN MENACE

Long Rainfall Has Caused River to Rise to Danger Point.

Paris, March 2.—The long rainfall has raised the river Seine 21 feet 5 inches today, almost filling the flood maximum of 1881; water is again pouring into mouths of the sewers.

The weather, however, is getting improving and the authorities believe the river will not rise further.

G. T. P. Branch Lines.

Ottawa, March 2.—The Canadian railway committee reported yesterday authorizing the construction of branch lines of the Grand Pacific at Calgary, Battleford, bridge, Moosejaw and Vancouver.

Hull Asks for Prohibition.

Ottawa, March 2.—Hull residents are petitioning the government the senate and the commons th naval question be postponed until electioneering has had a chance to press its views on the matter.

To Scatter John D.'s Wealth.

Washington, March 2.—The federal foundation is incorporated bill introduced in the senate today is understood that the purpose is to provide a method for John D. Rockefeller to dispose of his enormous

see the billows of snow settling over the tracks where the train had stood. Later he saw men carrying women and children from the partially buried coaches down in the gulch. He saw eight men and women carried out.

Among those known to be on the train, and probably killed or injured are: G. Heron, Vancouver; L. R. and Mrs. W. M. Starrett and three children, Victoria; Alex. Chisholm, Rossland; John Mackie, Moyle; Mrs. William May, Chemainus.

The dead reported are: Trainmaster A. L. Blackburn, Everett; A. J. Langway, secretary to Superintendent O'Neill, Everett; Lewis Jackson, Everett, cook on Superintendent O'Neill's car.

Seriously injured—J. B. Kardon, fireman.

Slightly injured—Engineers Osborne and F. S. Martin, Everett; Carroll, Jorgensen, D. E. Tegmeyer, Everett; Firemen Gilmah and Bennington, Everett; Monk, E. A. Bates, Fred Nelson, Conductor M. A. White, Everett; Brakeman Ross; Mail Clerk A. H. Hunsell; Porters A. Smith and L. Anderson, Everett; Trainmaster W. Harrington, Everett.

The night before the slide a party of ten men, numbering among them John S. Rogers, a real estate dealer of 361 Terrace street, Everett; and A. Sperber, R. McKnight, Samuel Field and E. W. Bowles, all of Vancouver, B. C., had walked into Skykomish from the stalled train at Wellington. Until Wentzel's appearance they had brought the latest news of the passengers at Wellington. At the instigation of Mr. Rogers, who had feared the accident, the party of ten left Wellington at noon Monday.

Terrific Odds.

Their flight from Wellington was against terrific odds. Death dogged their trail, and once, when they had rounded a curve, running swiftly along the tracks where a great avalanche of snow overhung and the cracking of trees told them of the danger, they were almost stunned by the roar and concussion of a slide which swept down behind them, blotting out their trail and sweeping a clear path before it to the gulch a thousand feet below.

Exhausted with sleepless nights and worry, and with his long tramp Mr. Rogers last night told of conditions at Wellington up to the time he left.

"I had been to Soap Lake on business," he said, "and left just a week ago by the Great Northern. By the time we reached the mountains the train I was travelling on was carrying fully 70 passengers. At about 6 o'clock Wednesday morning we were stopped at the east portal of the Cascade tunnel. We stayed there until Friday, getting our meals at the bunkhouse, two meals a day.

"On Friday night we left the east portal and an hour later, as we afterward learned, an avalanche wiped out the station and bunkhouse, killing two men. We pulled through the tunnel as far as Wellington which is about half a mile from the west portal.

At Wellington there are three tracks. On the track nearest the mountainside stood Superintendent O'Neill's private car, two boxcars, the engine and three of the electric motors. On the second track stood my train, consisting of an engine, baggage car, two coaches, two sleepers and an observation car. On the third track stood the fast mail on which were 16 to 18 mail clerks. About 16 track laborers were also sleeping on this train in the day coaches.

Warning Landslides.

"Sunday I saw a slide come down the west of the hotel, carrying timber with it. I began to fear them for the safety of all of us, and I scarcely slept all Sunday night. Sunday night there was a slide at the east portal which filled a 50-foot gulch across the track. Previous to that we had the best of things. We visited the coach to coach, jived with the men, and did our best to keep everybody reassured. Conductor Pettit was prominent in everything of that sort.

The reason of that sort of

came to scenic four of our party turned back. Bowles and Field of Vancouver returned to learn the fate of Bowles' brother, who had been left on the train at Wellington. Mr. Field promised to telegraph me definite news as quickly as he can get back to Skykomish, but so far no word has come because of the wires being down."

Town Is Safe.

The railroad at Wellington creeps along the mountainside with sheer cliffs and steep slopes rising above it more than 5000 feet. The town is built on a narrow bench not more than 100 feet wide.

According to Wentzel's story the town was swept into the canyon by the avalanche, but it was learned later today that this was not the case. The cars fell 150 feet and were buried in the debris. Superintendent O'Neill and his men, who escaped, are hard at work endeavoring to rescue the buried victims.

A third relief train carrying supplies for 500 men for ten days will be sent to the blockaded district. This indicates that the snow fight on the Great Northern is only started. As further details of the disaster, which are coming very slowly, are received the horror grows. The bodies of 23 have been recovered, 25 are reported missing and about 20 were injured. It is believed that 18 are still alive. Shouts can be heard although muffled by the snow.

John Heron of Grand Forks, B. C., has been expected to arrive in Vancouver for the past few days on a visit to his brother Mr. G. Heron of the Western Lumber & Shingle mills. It is feared that he is the G. Heron who figures in the list of killed.

FIRE FOLLOWS WRECK

Great Northern's Finest Train Burned in Ditch—Two Dead.

Spokane, March 2.—The Oriental Limited, the Great Northern's finest train, eastbound, struck a rock at Milan this afternoon and went into the ditch.

Flames burst out, and it is believed that the entire train will be consumed. Two are known to be dead, the engineer and a hobo who was stealing a ride. A wrecking train has started from Spokane.

DREDGE FOR FALSE CREEK

Dominion Authorities Order Equipment to Start Work Next Week.

The civic authorities were this morning notified from New Westminster that the government dredge had been ordered to proceed to False creek to engage in dredging work, and that the equipment would be sent during the first part of next week.

The city has two points at which it desires dredging to be done in the creek, specific promises to perform the work having been given by the Ottawa authorities. One location is at the site of the cooperative work on the north shore of the creek, just east of the Cambie street bridge. Here the city is not ready for the operations as the contract for the necessary cribbing was only awarded on Monday night to Mr. M. P. Cotton.

The other point is just east of the Westminster avenue bridge, where it is desired that a channel be dredged for a submerged water main, thus opening the way for the tearing down of the temporary bridge. A request for this latter work has been urged by the men having industries at the head of the creek, and the city is now facing a claim of \$150 as compensation for extra work in taking a boom of logs through the pile structure last week. The water main might be laid in the present bed of the creek, but this would make no allowance for dredging or improvement of the stream.

It is probable that the dredge will start work at Westminster avenue last week as it arrives. The inspector thinks that part of the work may have to be done at night as the situation may require the draw to be opened while operations are in progress.

ON PACIFIC DIVISION

C. P. R. Will Improve Terminal Facilities in Vancouver—New Bridge Across Fraser—To Aid Fruit Industry.

An appropriation of approximately \$3,500,000 for betterments and improvements to be carried out this year on the Pacific division of the Canadian Pacific railway was recently made by the board of directors.

There will be a large expenditure for improving the terminal facilities in Vancouver. Many additional tracks will be laid in the False creek yards to various warehouses and warehouse sites in the rear of Beatty street. The inward freight shed near Pender street will also be extended and enlarged.

At Field the yard will be enlarged and an addition made to the engine-house. The Kamloops yard will be revised and additions made. The company will also add six new stalls to the engine-house and build a machine shop. The large increase in traffic on the main line necessitates a very large expenditure for sidings and spurs. Extensions will be made to all yards not extended in recent years and numerous intermediate sidings will also be built.

Bridge construction does not figure as a big item this year as the work has been nearing completion during recent years. The cantilever bridge over the Fraser river at Cisco will be replaced by a heavy through span to be supplied by the Canadian Bridge company. In addition to this the uncompleted work on a number of large bridges in the Kootenays will be finished this season.

Owing to the rapid development of the fruit-growing industry in the Okanagan valley wharves and buildings to facilitate the handling of fruit will be erected at Okanagan Landing, Kelowna, Summerland, Penticton and Vernon. New engine-houses will be built at Rogers Pass in the Selkirk and at Smelter Junction.

The company will also lay a considerable mileage of the main line with new 85-pound steel rails, replacing 73 and 80-pound rails and will also do considerable ballasting.

BUILDING DEPARTMENT

Permits for Buildings to Value of \$50,000 Issued This Morning.

Building Inspector Jarrett this morning issued permits to the value of \$50,000, and before the day is over new permits will probably bring the business for the first two days of the month up to \$200,000.

Among the permits of this morning was one to Mr. C. J. Church for a frame apartment-house at 2036 York street, costing \$18,000. Another large permit was issued to Mr. H. Hoffmeister covering a two-story warehouse at 1290 Howe street at a cost of \$9,000.

Other permits were as follows: Mrs. Collier, 1127 Barnard street, \$1400; J. C. Illingworth, 949 Fourteenth avenue east, \$1500; J. Brown, 1190 Eleventh avenue west, \$1500; A. Y. Wilson, 1128 William street, \$1500; A. M. Coleman, Tenth avenue, \$2000; H. S. Morrison, 47 Fourteenth avenue west, \$1500; R. J. Coleman, Dock street, four houses, \$6000.

WORSE THAN NEW YORK

Ratio of Infant Mortality Higher in Toronto Than in Gotham.

Toronto, March 2.—Figures prepared by Toronto newspapers show that infants born in New York have a better chance of living than those born in Toronto.

In overcrowded slums, at which we are accustomed to hold up our hands in horror, says the report, Canadian infants have a better chance of living than in our own city. The death rate of infants under one year of age in every thousand born alive in New York is 144. In Toronto it is 155 and in Rochester it is 90 per thousand.

OUT OF COMMISSION

Line West of Ogden Will be Closed For Week At Least—Floods Menace Towns in Nevada.

Ogden, Utah, March 2.—Yesterday the Southern Pacific officials looked forward to the opening of the road west of Ogden within 24 hours; today they admit that the floods in the Humboldt valley of Nevada are so overwhelming and widespread in their destructiveness that it will be a week before any semblance of a restoration of traffic will be attainable.

Three large bridges are out in Paradise canyon, 300 miles west of Ogden. The Humboldt river has changed its course and is now sweeping in an irresistible flood where the railroad track ran.

To add to the alarming condition warnings were issued at Elko, Nev., this morning that the crest of an unprecedented flood is assuming proportions which threaten to submerge the district down the valley. The people of Elko have been advised to leave the district, which is in the path of the flood.

Trains which were started west from Ogden yesterday are returning to be held here indefinitely. The White Sox special train will be held here a week and Comiskey has decided to start training at this point. The players have secured the local armory and gymnasium for indoor work and will do field work at the ball grounds and at the Utah Hot Springs near Ogden.

Reno, Nev., March 2.—Central and eastern Nevada is experiencing the worst floods in the history of the state, and reports reaching this city from Carlin, Battle Mountain and Elko are to the effect that the Humboldt and Reese rivers have gone beyond all bounds, washing away railroad and county bridges, and inundating the valleys and low ground from Death to Winnemucca.

The Humboldt river at Carlin is the highest in its history, and is one mile wide with the crest of the flood now reached. Five railroad bridges at Beowawe and Battle Mountain have been condemned. The steel railroad bridge at Palisades is in danger.

Western Pacific men at Carlin have dynamited the ice in an effort to save the bridge. Reservoirs north of Elko have broken and ten feet of water is rushing down the canyon near that place. All ranches on the Humboldt river are flooded, and cattle are being driven to high ground.

PARIS AGAIN MENACED

Long Rainfall Has Caused River Seine to Rise to Danger Point.

Paris, March 2.—The continued rainfall has raised the river Seine to 21 feet 5 inches today, almost equaling the flood maximum of 1855. The water is again pouring into the mouths of the sewers.

The weather, however, is gradually improving and the authorities believe the river will not rise further.

G. T. P. Branch Lines.

Ottawa, March 2.—The common railway committee reported a bill yesterday authorizing the construction of branch lines of the Grand Trunk Pacific at Calgary, Battleford, Lethbridge, Moosejaw and Vancouver.

Hull Aids for Plebiscite.

Ottawa, March 2.—Hull resident are petitioning the governor-general, the senate and the commons that the naval question be postponed until the electorate has had a chance to express its views on the matter.

To Sustain John D. Rockefeller.

Washington, March 2.—The Rockefeller foundation is incorporated by bill introduced in the senate today. It is understood that the purpose is to provide a method for John D. Rockefeller to dispose of his enormous wealth in a manner beneficial to mankind.

THE VANCOUVER DAILY

SIXTEENTH YEAR.

THIRTY-TWO PAGES.

VANCOUVER, B. C., THURSDAY, MARCH

DEAD AT WELLINGTON NUMBER ONE HUNDRED

All Hope of Rescuing Victims From the Debris of Avalanche Has Now Been Finally Abandoned

BODIES TO REMAIN ON THE SCENE

It Will be Impossible to Remove Dead Until Great Northern Tracks Are Cleared of Snow

Wellington, Wash., March 3.—Twenty-eight bodies have been recovered from the avalanche debris, and 60 are missing whose names are known, besides a number of laborers. Probably more than 100 persons were killed. All who have been recovered are dead.

The scenes here are indescribably awful. Seven bodies were recovered last night. Two of the seven were electricians who were sleeping in a cabin at the edge of Wellington. The cabin was carried 300 feet down the gorge.

No hope is entertained by anyone here that any of the missing are alive. Of the 65 or more bodies still in the terrible tangle of snow, ice, trees and wreckage, probably 50 will have to be left for weeks, perhaps for months. It is freely predicted by many of the workers that the bodies not immediately recovered must be left till summer.

Superintendent O'Neill says the slide was caused by a terrific electric storm. He expects to open the road by April 1. The men sleeping in his private car were all killed. The icebox was the only part of the car saved. The car in which Mrs. Covington slept has been found and one body taken out.

Three slides have occurred between here and Scenic during the past two days. The wreckage is strewn over half a square mile. All that can be seen is portions of timber sticking up through the snow.

One hundred and fifty men are digging for the bodies. It is like searching a haystack for a needle. The climb up the hill between Scenic and Wellington is not unattended with danger. If the rain continues there will be more slides. If it freezes the people here will encounter difficulties in getting out. Preparations are being made to send the bodies to Scenic on toboggans. A number of foreigners immediately after the accident commenced robbing the bodies. They were driven off by the railroad men before the deputy sheriffs arrived.

Everett, Wash., March 3.—Railroadmen who have been at the scene of the Wellington avalanche, where two Great Northern trains were carried down into a canyon 150 feet below the track level, say that the rescue of any of the persons missing would be a miracle, and that all are certainly dead. This makes the total death toll 16, according to the official list, but this is now said to be incomplete.

The company that night gave out a list of the known dead, missing and rescued. Eight passengers and nine railroadmen are known to be dead, and 35 passengers and 29 employees are missing. The official list is as follows:

Official List.

Passengers known to be dead:
Lillian Barrett, Chemainus, B. C.; Francis Starrett, Chemainus, B. C.; James McNelly, Seattle; E. Lemman, Hunters, Wash.; Mrs. Ada Lemman, Hunters, Wash.; Miss Nellie Shapp, Spokane; A. R. Vall, Trinidad, Wash.; H. M. Barnhart, Spokane.

completely buried. The day coach and smoker have entirely disappeared, being smashed to pieces. One woman was rescued from the Pullman after 12 hours' imprisonment. Brakeman Duncan and Conductors Purcell and Clary, who were in a car that was reduced to splinters, escaped almost unhurt, and joined in the work of rescue in their bare feet.

The first news direct from the scene of the disaster was received here last night when Dr. Cox, one of the Great Northern physicians, who went up on the first relief train, returned from Wellington accompanied by three of the survivors, Ray Forsyth, R. M. Langille and Fireman S. A. Bates.

Forsyth and Bates estimate that not more than 10 of the 110 who were carried into the canyon by the avalanche escaped serious injury. Eleven passenger cars, three locomotives, four electric motors, one rotary snowplow, the rotary shed and the sand house were swept away by the slide.

Forsyth was in a car in which there were five women and seven children. Three women and two children escaped, but the others undoubtedly perished, he said. When the disaster

BUDGET MORIBUND IF NOT ALREADY DEAD

Unionist Forwards Clamor For Mr. Balfour to Assume Office.

REDMOND AND HIS PRICE

Times Says That Ministers Get Angry Whenever Word Budget is Mentioned Now—Tariff Reform Movement.

London, March 3.—(Special Cable.)—If Mr. Lloyd-George's budget is not actually dead it is so moribund that there is "none so poor as to do it reverence." As the Times says today:

"The one thing which oxen and wain-ropes will not drag from the ministers since their latest bargain with Redmond is what they are going to do with the 'people's budget.' The lords referred it to the people, the people have spoken, and the government, which boasts loudly that the elections yielded it a majority of 124, dares not bring before the commons the very budget which it denounces the lords for not accepting without demur. It was proclaimed before dissolution and since that the budget would be introduced at once without the change of a comma. That was to be the very first act, seal and symbol of the government's triumph."

"But Redmond frowned, and now the ministers only get angry when the word 'budget' is mentioned. It looks as though the cabinet was being driven to bury it altogether, living on from hand to mouth on borrowed money until a general election, hoping to bring about a crisis on the veto-of-the-lords issue, and on that alone. This is the price Redmond receives for allowing the government to live at all."

Meantime a forward party is being evolved among the Unionists, composed of men who are determined to force the fight against the ministry and to overcome Mr. Balfour's supposed hesitation to take office despite the minority of his party in the commons, and in this way to get command of the departments to organize tariff reform and to dissolve parliament at his own time and on his own issue.

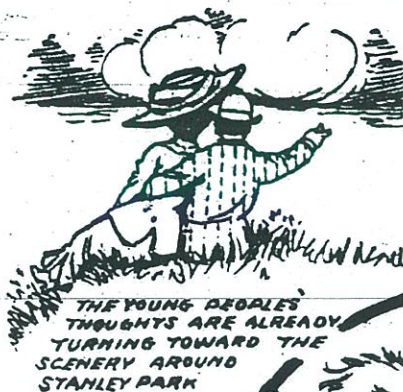
No weight should be attached to the insignificant Unionist intrigue to dethrone Mr. Balfour and to modify if not to abandon the food tax part of the Unionist policy. The best informed Unionists realize that there is no alternative to Mr. Balfour as leader, and to drop the food tax would imperil the revenue, advantages of tariff reform and destroy Ireland's interest in it, not to mention the essential colonial aspects of the question.

OHIO FLOODS SPREAD

Levee Along River Crumbles, and Hundreds Are Homeless Today.

Cincinnati, March 3.—The flood situation again became menacing today with prospects that the Ohio river would pass the danger mark of 36 feet here within 16 hours, according to the weather forecast.

SPEAK

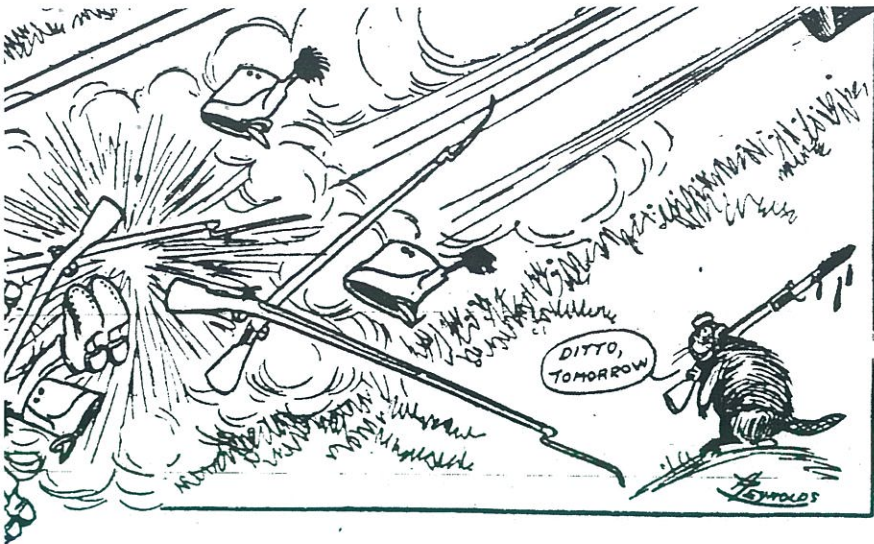


AMERICANS OPENLY VIOLATE LAW

Fish Commissioner Babcock Gives Result of Investigation by Inspector North—Sentiment of Cannerymen.

Victoria, March 3.—The laws of Washington prohibit the taking of salmon during 16 specific hours each week by purse and dragnet, as well as providing for the closing of all

congress closed 3 These report to weekly America contains John P. Bower, sent a assembly After side of those in season's cock obit "It is ermen a against forced 1 more fa tions on premit



THE DAILY ATTACK OF THE OPPOSITION AT VICTORIA.

REE KILLED HEADWELL MINE

Bodies Found in
Arch and Two In-
jims Died in the

ks, March 4.—Thirty-
a dead as a result of
his powder explosion
shaft of the Tread-
Twenty-three bodies
soon after the explo-
sion were found in a
he mine, and two died

en in the hospital are
red that it is not con-
question them. It is
he carelessness of one
caused the explosion.
n were Austrians, Ger-
and Scandinavians, all
Slopes Boss Neils Rust-
the dead.

ISIS ILY IN HEARING

Minority With-
m Lumsden Hear-
Wallace Nesbitt is
Counsel.

arch 4.—The special
even members of the
ed to consider the
es met this afternoon
se of naming a public
Conservative minority
at of Messrs. Barker,
others insisted that
be named by the Com-
munity. They argued
appointed by the com-
munity of whose mem-
bers of the govern-
ment necessarily favor the
d that counsel should
be minority.
deal the Liberal mem-
committee would not

MacDonald said that it
argue that the mem-
bers of the committee
thing to say as to who
the investigation. He
Wallace Nesbitt, K. C.,
of the supreme court,
public counsel, and in
that he was a man who
d the respect and con-
fidence of the people
and people.
members of the com-
mittee challenging the
Nesbitt to furnish the
counsel, declined to re-
in position and after

G. T. P. LETS CONTRACT.

C. J. Johnson & Co. Will Build Piers
and Warehouses at Victoria.

On behalf of the Grand Trunk Pacific
railway, Mr. J. H. Bacon, harbor
engineer for the company at Prince
Rupert today awarded to Messrs. C. J.
Johnson & Co. of Vancouver and Se-
attle a contract for the construction of
piers and warehouses at Victoria. A
start on the rock work excavation will
be made next week. The piers will be
325 and 120 feet long, respectively.
They will be located in the inner har-
bor. The proposed improvements will
cost about \$50,000.

Mr. Bacon has charge of all the
work connected with the company's
docks at Victoria, Seattle and Prince
Rupert. He will leave tonight for
the north.

FLOODS STILL CONTINUE

Railroads of Northwest Are Endeavor-
ing to Get Traffic Adjusted.

Seattle, March 4.—Flood conditions
continue in Washington and Idaho,
although a fall of several degrees in
temperature last night raised false
hopes. The snow continues to melt
rapidly in the mountains, and light
rains still fall in western Washington,
and light snow in the mountains.

The Northern Pacific is operating
trains to the east, and to Portland,
but not on schedule time, and Great
Northern trains are also being han-
dled by the Northern Pacific main-
line through the Cascades. The Great
Northern hopes to have its own line
in operation by April 1.

Portland, Or., March 4.—Sixty-six
trains, the largest number in its history,
are scheduled to pass through the
union depot in this city today
partly as the result of the floods
which have tied up traffic on the Salt
Lake division of the Southern Pacific.

During the day six westbound
trains diverted to the Oregon Short
Line and the Oregon Railroad and
Navigation company lines from Ogden
are scheduled to pass through
here en route to San Francisco, while
five eastbound trains from San Fran-
cisco are expected. The tracks be-
tween here and Puget sound are now
reopened and it is expected that no
further trouble will be had from that
direction.

WAS BLOWN FIFTY FEET

Gasoline Cans Explode at Fire, In-
juring Los Angeles Patrolman.

Los Angeles, March 4.—Fifty gaso-
line cans of gasoline exploded dur-
ing a fire which destroyed two stores
late last night, seriously injuring
Patrolman D. C. Parsh, Lieutenant
Murray, in command of the police
salvage corps, and four of his men
were painfully burned.

Parsh was blown 50 feet and is
in hospital today. The police were
trying to remove the gasoline cans
when they began to explode. The
windows in the building were all
knocked out. Several policemen on
the outside were knocked down and
burning oil was scattered over others,
who narrowly escaped death.

COL. ASTOR CELEBRATED

Great British Rail on Eve of Gen-

HEAVY LOSS TO RAILWAY LINE

Trouble of Last Ten Days in
Pacific Northwest Will Cost
Companies \$2,500,000—G.
N. R. Biggest Loser.

Seattle, March 4.—Culminating in
the disaster at Wellington, the past
ten days, through weather condi-
tions, have cost the various railway
companies in week, loss of equip-
ment, destruction to their roadbed
and loss of traffic, a total of \$2,500,-
000, according to official estimates
made yesterday.

The Great Northern is the heaviest
loser. Its line through the Cascades
has been tied up since a week ago
Wednesday. Its line to Vancouver
has been closed twice by slides. The
Northern Pacific has been blocked
for periods up to two days by snow
and on the route to Portland by a
rock slide at Castle Rock, since Mon-
day.

The loss of equipment and dam-
age to right-of-way of the Great Nor-
thern through the avalanche at Wel-
lington is placed by an official at \$1,-
500,000, of which the equipment, con-
sisting of fourteen coaches, baggage
cars, mail and express cars and the
engines of two trains, a rotary plow
and two motors, four motors swept
down in their shed, private car and
engine, is valued at approximately
\$500,000.

The value of the Oriental Limited,
which met disaster at Milan, is placed
by officials at \$100,000. The rock
slide at Castle Rock cost the Northern
Pacific about \$200,000 to clean up and in
delayed trains. The Milwaukee is a
heavy sufferer through loss of busi-
ness, its line having been tied up for
four days through snow.

UNIONISTS WILL WIN

Sir Edward Tennant Says Tariff Re-
form Will Carry England.

New York, March 4.—Sir Edward
Tennant, brother-in-law of Hugh
Herbert Asquith, premier of Great
Britain, arrived in New York today
by the Royal Mail steamship
Tagus. He will sail for England on
the Lusitania next Wednesday. In an
interview Sir Edward said he was 15
years since he had last visited this
country.

What do you think of the recent
elections in Great Britain and the
present position of the government?
he was asked.

"Well, you see, I was defeated in
Barnsbury," replied Sir Edward with a
smile, "but I am very glad that the
government will be defeated and that
there will be another general election
before next July. Then the Liberals
will go in with a whip in each hand."

side parliament.

The cabinet is tussling with the ex-
act issue to put before the people at
the general election, which all agree
must come within comparatively few
weeks. Mr. Redmond has forced on
the cabinet his policy of getting be-
fore the electorate the simple issue
for and against the lords veto. On
that issue the Nationalists and Labor-
ites would again vote solidly with
the Liberals and the Unionists
would be defeated, but Sir Edward
Grey, Mr. Churchill and the major-
ity of the cabinet are believed to be
strongly convinced that it would be
highly dangerous to give the impres-
sion that the ministry favors a sin-
gle chamber administration.

Try for Compromise.

They still urge the necessity of
a simultaneous plan for democratiz-
ing the house of lords and the cabi-
net is understood to be wrestling
with proposals to appease Mr. Red-
mond, while also defeating the Lab-
orite and extreme Radical move-
ments for the practical abolition of
the lords.

As a secondary issue for the gen-
eral election the ministers propose
further to solidify the Liberal-Labor
compact by developing Mr. Churchill's
labor programme, such as insurance
against unemployment, sickness, etc.,
and by reversing the Osborne judg-
ment and legalizing a compulsory
trade union levy for the payment of
members.

Unionist Platform.

Against this ministerial programme
for the next election the Unionists'
strongest card may prove to be the
lords' movement to reform them-
selves. If the committee of the
whole house which Lord Rosebery
proposes to set up propounds an ef-
fective scheme the Unionists may
draw the sting from the undoubtedly
popular movement against the heredi-
tary principle in the upper house.
The Unionists might then secure a
majority in the next parliament with
a policy of moderate tariff with pre-
ference, two chambers, peasant pro-
prietary and reasonable social re-
form.

Mr. Balfour will go to the south of
France tomorrow for Easter, evidently
expecting no sensational develop-
ments until then.

Mr. Donald Macmaster made a
quiet and impromptu but effective
maiden speech in the committee of
the commons last night in protest
against the ministerial financial policy.

JOHN HOUSTON ALIVE

Frontier Editor Arrives at Quesnel and
Learns of His Own Death.

A morning paper contained a col-
umn-long obituary notice of the nor-
thern editor, John Houston, this
morning, relating in moving language
how John died of pneumonia while on
the way from Fort George to Quesnel.

As Mark Twain once said, the ac-
count of John's death was "greatly
exaggerated," for Mr. Houston has
arrived at Quesnel, after a long and
arduous trip. It is the lot of very
few of us to learn what splendid
characters we are before we depart
this life, but John Houston will no
doubt read with gratification the
sagacious things said about him by
this morning paper. It is quite worth
while being reported dead if only to
come to life after the obituary has
been published. The only drawback
is that Mark Twain, who will have to
live up to the character created for
him by the news-advertiser.

GRADE WAS WASHED OUT

Northern Pacific Passenger Train
Derailed as Result of Floods.

Spokane, March 4.—The second
section of the Northern Pacific west-
bound passenger train No. 7 was
derailed last night at Eddy, N. P. 147
miles from Spokane. Several passen-
gers and baggage were injured, but none
fatal. The baggage car was burn-
ed.

Water had washed away the grade
just before the track surface, but
there was nothing to show the danger.
The engine passed safely, but it
sought for the track down and the
baggage, dining and tourist cars
were derailed. Three tourist cars
stayed on the track.

Fire from the stove in the baggage
car spread, resulting in the complete
destruction of that car and damage to
the diner and smoker.

SALE OF TIMBER BERTHS

Second Auction in Westminster Dis-

THE VANCOUVER DAILY PROVINCE

TH YEAR. FORTY PAGES. VANCOUVER, B. C., FRI DAY, MARCH 4, 1910. P

NAIL LASHES ME COURT DICIARY

hing Remarks on
nnel of the
Bench.
FROM JUSTICE"
nendment Provides
Person Convicted
Shall be Eligible
n of Judge.

rch 4.—The most sen-
ences heard in the leg-
ssion came this morn-
mouth of Mr. A. H. B.
d member for Van-
introduced an amend-
supreme Court act, that
id be eligible for the
ge in that court who
l or convicted of a
has been charged and
exonerated of such
nst whom the slightest
rongdoing remains.
rable gentlemen have
go to say that I had
ne of the Judges of the
and that I lost, and
at prompt me at this
Mr. Macgowan.
t this statement.
see before this gentle-
I never will, and I
to the last tribunal be-
cause go before the su-
half of friends who
d in a brutal manner.
my political friends
which went before him
anner.
the highest author-
ity in British Col-
ced an estimation on
out bench—two luna-
and one sound and
justice. If this is true
see first with the vis-
Almighty. The last I
tion for a few

appointed to the po-
lic administrator in a
d to protect them-
clothes in the gown
we all hope is hope-
no would betray that
inal, indeed, is he fit
supreme court of Brit-
Better, sir, that has
penitentiary, better
corated with a shaved
wig—that is what is
t, and what he will
ig the dead.
I have seen the bench-
er for the poor floater,
shore waiting for the
y to come ashore. We
the great, powerful
to cut the rings from
the poor dead bodies,
those two would be
compared and looked
hed in the king's au-
rob the dead.
you to the Yukon for
was a man who had
ing, several thousands
id was left, but it could
ater. The widow ap-
y and looked for her
She did not find it.
he man who had found
d a charge for misap-
The charge was charged
t, it was put through
and the culprit was
t. He had friends at
t occurred, I do not
delay was intentional,
ur and the culprit
odon Rapid.

we find, Mr. he is pro-
urt—and a good politi-
as in pretty fast—and
the supreme court. I
a prominent candidate
court, but counsel
nails which I may
about—and he did
t promotion.
I way owing to the fact
that it is impossible to
as in any other way
the freedom of the
house. I am satisfied
will be disallowed,
that that with good
it would pave the way
of an appeal that would
investigation of charges
tured and asked with
bers of the bench.
an went on to read to
yes relating to the
y of members of the

CONFER AT OTTAWA ON FISHERIES

Deputy Attorney-general Mac-
Lean Will Go East in Few
Weeks On An Important
Mission.

Victoria, March 4.—Deputy At-
torney-General MacLean will leave for
Ottawa shortly after the prorogation
of the house for the purpose of con-
fering with the federal department of
justice in respect to the stated case to
be carried through to the privy coun-
cil to determine the exact nature of
the jurisdiction of the Dominion and
the provinces in regard to the admin-
istration of the fisheries.
While at the capital, Mr. MacLean
will attend a conference of provincial
attorneys-general called for the pur-
pose of defining, if possible, the point
where the authority of the Provincial
Governments ends in the matter of the
incorporation of companies. The at-
torneys-general of the various provin-
ces will confer on this matter with a
sub-committee of the federal cabin-
et. The minister of justice will take
a prominent part in the proceedings.
The conference, which will meet
on March 29, has been called largely
owing to the fact that the minister of
justice has called into question the
right of the provinces to charter com-
panies with power to conduct opera-
tions outside the boundaries of the
particular province in which the op-
eration was granted. It is understood
that the objections of the minister of
justice to present procedure on the
part of some provinces in granting
charters enabling companies to op-
erate outside the boundaries of their
provinces arose in consequence of the
operations of certain fire insurance
companies in the east.

BUYING IN GRANDVIEW

Report that Line for Burnaby Cars
Has Been Settled.
A good deal of gossip has been oc-
casioned in local realty circles by ex-
tensive purchases which have been
made in the Grandview district dur-
ing the past fortnight. One well
known broker, Mr. J. Donald, has
recently bought over \$175,000 worth
of property between the eastern lim-
its of the city and False creek. There
has been much speculation as to
whether his purchases have had any
connection with the extension of the
Burnaby-Stram line through that sec-
tion.

GENERAL STRIKE WILL NOT OCCUR

Philadelphia Traction Com-
pany Agree to Treat with
Committee of Nine Em-
ployees—Avert Walkout.

Philadelphia, March 4.—The trac-
tion company late today agreed to
treat with a committee of nine em-
ployees.
Philadelphia, March 4.—The board
of directors of the Philadelphia Rapid
Transit company met today to consider
the offer of the striking carmen, made
last night, that the company join in
petitioning for the appointment of an
arbitrator for the differences between
the men and the company.
The labor men say the acquiescence
of the company in the proposed arbi-
tration would mean the ending of the
general strike orders to go into effect
at midnight tonight and the return of
the street cars to service.
Labor leaders are going ahead with
their plans for a committee of nine
carpenters and joiners, whose national
officers are here, have also decided to
be conducted by a committee of
men as well as joining in the general
sympathetic strike.
The leaders of both sides of the con-
troversy are receiving hundreds of
telegrams from all over the country
endorsing their respective attitudes. If
the general strike goes into effect it
will shut down the city.
It was reported that the city might
be plunged into darkness by a strike of
the city electric company, which controls
all the public and commercial electric
lighting in the city. The same con-
dition exists relative to the em-
ployers of the city pumping station.
The city has been asked to give notice
to its men to quit at 5 o'clock today
and remain away until further notice.
been tried he was seen by his friends
and asked if he had seen the powers

DEAD MAY NUMBER MORE THAN ONE HUNDRED

Estimate of 118 Made by
Seattle Paper Passes
Unchallenged.

NO MORE BODIES FOUND

Squabble of Rival Undertakers
Adds Disgraceful Incident to
Disaster at Wellington—
Bringing Out the Dead.

Wellington, Wash., March 4.—No
more bodies have been recovered to-
day from the debris covering the
coaches of trains wrecked by the land-
slide. A heavy snow is now falling,
adding to the piled-up mass under
which the bodies of the unfortunates
are entombed. The weather is turn-
ing colder, and as long as light frost
continues there is no danger of fur-
ther slides to menace the lives of the
workers.
Some fear is entertained that the
hotel will be lost during the night.
The building has listed a little more
to the south and may slide down before
morning. This would be a calamity,
owing to the scarcity of shelter.
A man caught stealing a watch
from a dead body last night was ar-
rested by a deputy sheriff. The story
that the Greek and Hungarian labor-
ers were robbing bodies was disproved
by a search of these men, but the re-
port had aroused such feeling against
them that Superintendent O'Neill
thought it best to send them all away
to work elsewhere.
The Great Northern offers no ob-
jection to an estimate of 118 dead
made by a Seattle paper. Of the
dead 84 are passengers, trainmen and
postal employees and the remainder
railroad hands. The bodies of Mr.
and Mrs. G. L. Beck of Pleasanton,
Cal., and their three children, Emma,
Marion and baby, and of Porter Dun-
can have been recovered. The bodies
of the Beck family will be brought
out today and shipped to California.
Toboggan Is Used.
In conveying the bodies down the
mountain trail a toboggan is made of
boards and tarpaulin. The body, wrapped
in a blanket, is easily dragged over
the snow, except in steep places,
where men must lift the burden and
carry it. The body of a prominent civil
engineer of New York city, is being
brought down the trail.
All the passengers were asleep
when the avalanche struck there is
some delay in identifying the bodies.
The first bodies found were mutilated,
but those found lower down are un-
marked and the expression on the
faces is that of persons who never
woke from sleep. The only man
who was the avalanche, a logger in
a Wellington hotel, and who dashed
down the mountain to Skykomish
with the news, has not yet recovered
his senses.

RIVAL UNDERTAKERS

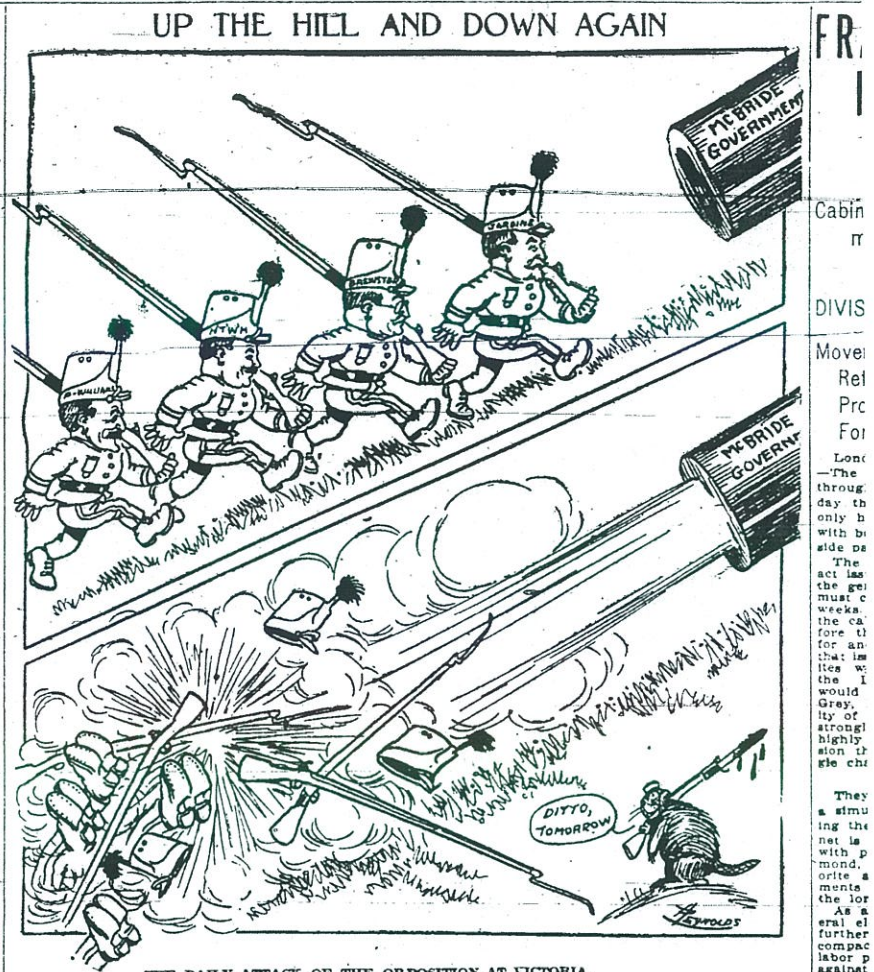
An unpleasant incident at Well-
ington is a clash between rival un-
dertakers. The accident occurred in
King county and the inquest will be
held in this county. A representa-
tive of the King county coroner
claims jurisdiction over the bodies
and, according to the Everett un-
dertakers, objects to their taking charge
of any. Everett is in Snohomish
county.

ST-PAUL MEN IN WRECK

Son of Official of Soo Line Thought
To Be Among Victims.
Minneapolis, March 4.—Herbert
Robb, aged 24, son of E. E. Robb, as-
sistant general passenger agent of the
Soo line, and Robb Merrick of the
St. Paul, have, it is said, lost their
lives in the snow avalanche which
buried two Great Northern trains into
a canyon near Wellington, Wash.
Merrick is the son of John Merrick
of the Great Northern. It is known
that both had reserved berths on the
ill-fated train and the efforts of
their parents to get in communica-
tion with them since the disaster
have failed.

TIED VICTIMS TO CHAIRS

Spokane Burglars Roped Man and
Wife and Took Jewelry.
Spokane, March 4.—Two masked
burglars entered the home of Nathan
Anderson, 1010 Summit boulevard
last night, tied Mr. Anderson and his
wife to chairs and ran away with
\$1500 worth of jewelry, mostly dia-
monds. They entered the house



THE DAILY ATTACK OF THE OPPOSITION AT VICTORIA.

THIRTY-THREE KILLED IN TREADWELL MINE

Eight More Bodies Found in
Later Search and Two In-
jured Victims Died in the
Hospital.
Juneau, Alaska, March 4.—Thirty-
three miners are dead as a result of
Wednesday night's powder explosion
in the Mexican shaft of the Tread-
well gold mines. Twenty-three bodies
were taken out soon after the explo-
sion, eight others were found in a
later search of the mine, and two died
in the hospital.
Five other men in the hospital are
so severely injured that it is not con-
sidered wise to question them. It is
supposed that the carelessness of one
of the miners caused the explosion.
The dead men were Austrians, Ser-
bians, Italians and Scandinavians, all
expert miners.—Shope-Boss Neils Rus-
gard is among the dead.

REACH CRISIS EARLY IN HEARING

Conservative Minority With-
draws From Lumsden Hear-
ing and Wallace Nesbitt is
Appointed Counsel.

Ottawa, March 4.—The special
committee of seven members of the
house, appointed to consider the
Lumsden charges met this afternoon
with the purpose of naming a public
counsel. The Conservative minority
withdrew from the hearing. Barker,
Lennox and Crothers insisted that
counsel should be named by the Con-
servative minority. They argued
that a counsel appointed by the com-
mittee the majority of whose mem-

G. T. P. LETS CONTRACT

C. J. Johnson & Co. Will Build Piers
and Warehouses at Victoria.
On behalf of the Grand Trunk Pacific
railway, Mr. J. H. Bacon, harbor
engineer for the company at Victoria, A.
start on the rock work excavation will
be made next week. The piers will be
320 and 120 feet long, respectively.
They will be located in the inner har-
bor. The proposed improvements will
cost about \$50,000.
Mr. Bacon has charge of all the
work connected with the company's
docks at Victoria, Seattle and Prince
Rupert. He will leave tonight for
the north.

FLOODS STILL CONTINUE

Railroads of Northwest Are Endeavor-
ing to Get Traffic Adjusted.
Seattle, March 4.—Flood conditions
continue in Washington and Idaho,
although a fall of several degrees in
temperature last night raised false
hopes. The snow continues to melt
and the Cascades and light
rains still fall in western Washington
and light snow in the mountains.
The Northern Pacific is operating
trains to the east, and to Portland,
but not on schedule time, and Great
Northern trains are also being han-
dled by the Northern Pacific main
line through the Cascades. The Great
Northern hopes to have its own line
in operation by April 1.
Portland, Or., March 4.—Sixty-six
trains, the largest number in its his-
tory, are scheduled to pass through
the union depot in this city today.
As the result of the floods
which have tied up traffic on the Sal-
lake division of the Southern Pacific.
During the day six westbound
trains diverted to the Oregon Short
Line and the Oregon Railroad and
Navigation company lines from Or-
den are scheduled to pass through
here en route to San Francisco, while
five eastbound trains from San Fran-
cisco are expected. The tracks be-
tween here and Puget sound are now
reopened, and it is expected that no
further trouble will be had from this
direction.

HEAVY LOSS TO RAILWAY LINE

Trouble of Last Ten Days in
Pacific Northwest Will Cost
Companies \$2,500,000—G.
N. R. Biggest Loser.

Seattle, March 4.—Culminating in
the disaster at Wellington, the past
ten days, through weather condi-
tions, have cost the various railway
companies in wreck, loss of equip-
ment, destruction to their roadbed
and loss of traffic, a total of \$2,500,000,
according to official estimates made
yesterday.
The Great Northern is the heaviest
loser. Its line through the Cascades
has been tied up since a week ago
Wednesday. Its line to Vancouver
has been closed twice by slides. The
Northern Pacific has been blocked
for periods up to two days by snow
and on the route to Portland by a
rock slide at Castle Rock, since Mon-
day.
The loss of equipment and damage
to right-of-way of the Great North-
ern through the avalanche at Well-
ington is placed by an official at \$1,
\$50,000, of which the equipment con-
sisting of fourteen coaches, baggage
cars, mail and express cars and the
engines of two trains.
and two motors, four motors swept
down in their shed, private car and
engine, is valued at approximately
\$250,000.
The value of the Oriental Limited,
which met disaster at Milan, is placed
by officials at \$150,000. The rock
slide at Castle Rock cost the Northern
Pacific about \$200,000 to clean up and in
delayed trains. The Milwaukee is a
heavy sufferer through loss of busi-
ness, its line having been tied up for
four days through snow.

UNIONISTS WILL WIN

Sir Edward Tennant Says Tariff Re-
form Will Carry England.
New York, March 4.—Sir Edward
Tennant, brother-in-law of Lord Ro-

er stepped into a
er was up to his
so swiftly that it
his feet, but he
ashed on again.
here came out of
d him in wonder.
hey took deliber-
ed to shoot, the
him in the water.
ods ahead of him.
ld's pebble and
And still Hardy
on the man on
see the features
ognise them, they
th agony. The
wly from side to

A HARD SHOT
These who emerged
surprising. There
ndred of them, at
m re mounted.
rther doubt as to
torturing Stenka.
ht of the Pushkin.
s comrades, mad-
would rush to his
would fall into the
that the Chinese
left him there to
as their astonish-
realised that only
ming to Stenka's
ased shooting and
nder. And still
as the wide and
eyes fixed on that
At last he stopped,
me for him to do
o. He could get no
absolute certainty
There was no
ld not have been
a friends to reach
all being picked off
cast one glance at
g the distance with
eye of the marks-
oved his glasses and
a tears, perhaps.
Replacing them, he
id prayed:
oh, God!" He fir-
pped that dreadful
to side, and Hardy
that distance, that
ed on his own, in
le will believe, to
at there was grati-

by the side of the
(To be continued)

PILES CURED IN 6 TO 14 DAYS

PAZO OINTMENT is guaranteed to
cure any case of Itching, Blind, Bleed-
ing or Protruding Piles in 6 to 14 days
or money refunded. 50c.

THE RAILS SPREAD

Great Northern Winnipeg Express Is Wrecked

Minneapolis, Jan. 20.—The Winnipeg
flyer, or Great Northern express, was
wrecked half a mile east of Omsko at 9
a.m. yesterday owing to the spreading
of the rails. Three passengers were
injured, and while railway officials
positively decline to give out their
names or any particulars, it was
learned that the list of injured will
not exceed probably four or five, and
that none were killed.

The known injured are Mrs. A. E.
Blow, Fort Frances, Ont.; E. H.
Lewis, Chicago; and A. H. Corelli,
clerk of the Manitoba legislature,
Winnipeg. Mrs. Blow is in a danger-
ous condition in the hospital here suf-
fering from severe body bruises. Mr.
Lewis has a deep cut on the head,
but will recover. Corelli had a bad
scalp wound, two ribs broken, and
other injuries, but his recovery is
anticipated.

It is possible a deliberate attempt
was made to wreck the hospital train
returning here from the scene. An
employee of the railroad, M. Schnider,
found every bolt in the fish plates of
the rails for a quarter of a mile east
of Robbinsdale out and removed, and
many of the spikes partially with-
drawn. The train was due in a few
moments when he made the discovery.
He was able to communicate with
sectionmen, who flagged the train
within a few rods of the damaged
tracks. Railroad officials say this
may have been done by a damaged
wheel on another train, but will in-
stitute a most rigid inquiry.

ARTESIAN WELL FROM EARTH- QUAKE

It has just been discovered that the up-
heaval of April 13 did funny things to the
wells in the courtyard at the rear of the

had been placed in the stove the pre-
vious night, and it had been so damp-
ed up that the gas escaped into the
room. In the morning one of the mem-
bers of the household, before going to
the stable, turned on the draughts and
almost immediately the rest of the
family, still in bed, were rudely awak-
ened by a heavy explosion. Mr. How-
ard, rushing downstairs, found the
house full of flames, and it was with
difficulty he succeeded in getting the
family out of doors before their exit
was cut off. Nothing was saved from
the fire, and the inmates, who found
shelter in the barn, escaped with no
other clothing than their night robes.

OPEN PUBLICITY THE BEST GUARANTY OF MERIT.

When the maker of a medicine, sold
through druggists for family use, takes
his patients fully into his confidence by
frankly and fearlessly publishing broad-
cast as well as on its bottle wrappers,
a full list of all its ingredients in plain
English, this action on his part is the
best possible evidence that he is not
afraid to have the search light of inves-
tigation turned full upon his formula
and that it will bear the fullest scrutiny
and the most thorough investigation.
Dr. Pierce's Favorite Prescription for the
cure of the weaknesses, periodical pains
and functional derangements of the or-
gans distinctly feminine, is the only medi-
cine put up for sale through druggists for
woman's special use, the maker of which
is not afraid to take his patients into
his full confidence by such open and
honest publicity.

A glance at the published ingredients
on each bottle wrapper, will show that it
is made wholly from native, American,
medicinal roots, that it contains no poi-
sonous or habit-forming drugs, no nar-
cotics and no alcohol—pure, triple-refined
glycerine, of proper strength being used
instead of the commonly employed alco-
hol, both for extracting and preserving
the active medicinal properties found in
the roots of the American forest plants
employed. It is the only medicine for
women's peculiar diseases, sold by drug-
gists, that does not contain a large per-
centage of alcohol, which is in the long
run so harmful to woman's delicate, nerv-
ous system. Now, glycerine is perfectly
harmless, and serves a valuable purpose
by possessing intrinsic value all its own
and besides it enhances the curative
effect of the other ingredients entering
into the "Favorite Prescription."

Some of the ablest medical writers and
teachers endorse these views and praise
all the several ingredients of which "Fa-
vorite Prescription" is composed—re-
commending them for the cure of the
very same diseases for which this world
famed medicine is advised. No other

Sundays, nights and all.

As the bill of Mr. Lobb was still
Continued on Page 4

and water pipes were so weak
But it has been very weak—so weak
(Continued on Page 4.)

at first thought to be that
of a bull terrier.
showed any signs of
a pet of the whole fa
in that state it conveye
boy's blood the virus of

TWO PASSENGER TRAINS BURIED BENEATH AVALANCHE OF SNOW

Twenty-Three Known To Be Dead and Many Are Missing

The Bodies of the Victims Buried Under the Wreckage

By Spectator Leased Wire.

Seattle, Wash., March 2.—Twenty-three are known to be dead and twenty-five are missing, following the sweeping far into the depths below the entrance to the Cascade tunnel of two trains of the Great Northern railway by an avalanche of snow. The big relief parties that were sent out from Wellington, the nearest point to the disaster, worked all night and are struggling with the snow to-day, spurred to frantic efforts by moans and cries from underneath the debris, indicating that at least some of the victims are still alive.

The work of rescue is most dangerous. The snow on the mountain sides above is still melting, and occasionally large quantities become dislodged and give way with a boom that can be heard for miles, and sends terror to the dauntless workers striving to dig through the mass of snow, rock, trees and timbers, and get to where the men, women and children are entombed.

Several undertakers with coffins have

been sent to the scene from Everett. They will make the trip by train as far as possible, and then will go the balance of the way by sleds and snowshoes. The bodies of the dead are to be embalmed and brought out on sleds, as it will be many days before the entire wreckage can be cleared.

The survivors of the disaster are now at Scenic, where they will remain until provisions for taking care of them can be made. The two trains that were overwhelmed were a transcontinental mail train, which carried no passengers, and the Spokane-Seattle express. The express was the first to go and the big heavy steel cars of the mail train were hurled down on the passenger cars, smashing them to pieces. Piled up on top of the two trains came portions of the snow sheds, the debris of the eating house, railroad ties that were piled at that point and trees and debris from the mountainside.

Lingcoy met death in the ruins of Superintendent O'Neil's car, which was attached to the rear end of the Spokane express. The crew of this car are also among the dead. Superintendent O'Neil was not on board when the wreck happened.

No word has been heard of Conductors Parzybick or Pettit, in charge of the trains, and they are believed to be buried under the debris. The big Pullman cars on the train were of especially strong construction, and it is believed that there is a chance that their occupants are still alive, although they must of necessity be suffering from cold and exposure. The avalanche which carried the trains down into the canyon is declared to have been half a mile long.

Pertin

I see our educational
cred by the legislature
of a \$60 crossing at M.
The gift is neither as w
door, nor as deep as
every little helps!

That thrilling drama,
will soon be with us
concerned to know h
hounds are going to a
on them. Better mu
too.

She sat three hours u
And then she cried.
How thoughtless of me
You're weary, love, I
"Not now," he said,
brow.
"Please, sweet, don't
I was an hour ago, b
I'm only paralyzed.

The term "grass w
decided misnomer, a
there's nothing green
perhaps it's because
many donkeys.

I should think the
of a civic building ex
mates, like that of
the isolation hospital,
an occurrence to surp
lers or anyone else.

Would advise you al
ides of March, not fo
non preferred to July
for the weather alim
ally get busy around

Would think it on
stick a lit' kag of fire
of the course to mak
run like blanch.

LIVES ENDED BY WRECKS ON RAIL

**Winnipeg Flyer Causes Two
Deaths and 14 Injured**

**Two Trainmen Killed by En-
gine Falling 150 Feet**

**Man Accidentally Shoots His
Sister—Other Casualties**

St. Paul, March 20. The Great Northern Winnipeg flyer, northbound, left the rails one mile west of Rogers, Minn., at 6:35 to-night. Seven cars went into the ditch, the engine, baggage and mail cars overturned and immediately caught fire, endangering the planned baggageman and passengers, who were rescued.

Engineer Connelly, of St. Paul, and Baggageman Smith, of Minneapolis, were killed. Fourteen passengers were badly hurt. Relief trains were rushed from Minneapolis.

ENGINE FELL DOWN MOUNTAIN

Winnipeg, March 20.—A locomotive on the Crow's Nest branch of the C. P. R. at McNeillie's siding plunged over 150 feet down the mountain. Brakeman Campbell and Fireman Ford were killed and Engineer Carson was seriously injured.

SHOT HIS SISTER

Centerville, N.B., March 20.—Yesterday Wm. Lewis, a prominent farmer, accidentally shot his sister, Mrs. Esther Gallup, dead. Lewis took his gun from the kitchen wall, where it had been hanging unused for years, with the intention of cleaning it. Not knowing it was loaded, he snapped the hammer, and the charge of buckshot blew in

ALL STOMACH MIS WITH

**No Indigestion, Gas, Heartburn
Headache five minutes later**

If you had some Diapepsin hand and would take a little now your stomach distress or indigestion would vanish in five minutes and you would feel fine.

This harmless preparation will digest anything you eat and overcome sour, out-of-order stomach before you realise it.

If your meals don't tempt you, what little you do eat seems to fill you or lays like a lump of lead in your stomach, or if you have heartburn that is a sign of indigestion.

Ask your pharmacist for a 50-cent case of Pape's Diapepsin and take a little just as soon as you can. There will be no sour risings, no belch-

DISHONEST POSTMAN

**Was Arrested Just After He Had
Hidden Letters**

Toronto, March 21.—After having watched for the past six weeks a suspicion that he was robbing the mails, Peter G. Truss, of 6 Balmuir street, was arrested yesterday afternoon by Detective Cronin just outside the post-office.

Truss is a postman, and has been delivering letters to the T. Eaton company and other places on Yonge street. A number of the letters were missed from the Eaton store and took some time to figure out how happened. Finally it was found that the only mail that disappeared was that from the east, and decoy letters bearing different date marks were sent out. Truss was suspected, watched, but Inspector Henderson at the police he had to assist him was unsuccessful for some time.

Kettle Valley Lines.—Referring to the map showing the K.V.L. constructed and under construction in our Feb. issue, pg. 80, it appears that section D to E Osprey Creek to Otter Creek Summit, 65.5, has not been put under contract. The reason for this is that negotiations have been in progress for some time with a view of a change in location so as to reach the Hope Mountains by way of Princeton rather than via Aspen Grove. The British Columbia Legislature has authorized this change of route, and the applying of the subsidy granted for the construction of the previously located line to be applied to the new route. The new route will save the construction of 40 miles of line, from which there was very little prospect of traffic, and by building into Princeton would enable connection to be made with the Vancouver, Victoria and Eastern Ry. there. From Princeton the K.V. Lines will be given running rights over the V.V. and E. Ry. for 40 miles. The act also provides for the building of a branch line from near Princeton to Aspen Grove and to the Copper Mountain mining camps. The Premier, in explaining the new proposals to the Legislature, said the railway company is required to build only from Penticton to Princeton, 75 miles, and from Merritt to Otter Summit, about 30 miles, thus relieving the Kettle Valley company from constructing its own line between Princeton and Otter Summit and allowing it to use the tracks of the Great Northern Ry. The subsidy agreement will be varied so that in lieu of the amounts formerly granted the province will pay \$5,000 a mile for the line from Penticton wharf to a junction with the V., V. & E. at or near Princeton, not exceeding 75 miles, and from a junction with the Nicola, Kamloops and Similkameen Ry. at Merritt to Otter Summit not exceeding 30 miles. The branch lines to Aspen Grove and to Copper Mountain will be built when required.

The Minister of Railways, on Feb. 24, approved of a route map for the line from Siwash Creek to Otter Creek Summit, 63.5

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and another in Simcoe. (Dec., 1914, pg. 544.)

Northern Pacific and British Columbia Ry.
—Seattle, Wash., and Vancouver, B.C., press reports state that the application being made to the Dominion Parliament for the incorporation of a company with this title is on behalf of the Northern Pacific Ry. The N. P. R.'s line to Huntingdon has been extensively improved in preparation for the company's direct traffic entrance into Vancouver. Grades and embankments have been improved, new bridges have been built, and heavier steel laid. An order for new rolling stock has been placed for delivery early this year. Entrance to Vancouver will be obtained over the Vancouver, Victoria and Eastern Ry. to the False Creek terminals which are being laid out by the Great Northern Ry. for joint use with the N.P.R. At present the N.P.R. has a traffic agreement with the C.P.R., which is nearing expiration. (Dec., 1914, pg. 544.)

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Great Northern Ry. (U.S.A.)—During the year ended June 30, there has been constructed at the Winnipeg terminal of the Midland Ry. of Manitoba (one of the G.N.R. controlled lines in Canada), a five unit fruit warehouse, each unit being 67 x 80 ft.; a loading platform 10 x 40 ft., and there have been laid various additional industrial tracks with a total length of 1.13 miles.

Alderman Gale was informed at the Vancouver City Council Railways Committee meeting, Nov. 4, that nothing had been done in the way of preparing plans for the station, as directed by the Board of Railway Commissioners, except so far as preliminary strides were concerned. The committee decided to wait until Dec. 1 before taking any further action. (Oct., pg. 392.)

The designs for the new passenger station for the G.N.R. and the Northern Pacific Ry., were submitted to the Vancouver city council, Nov. 7, and approved. The plans were prepared by F. L. Townley, and show an L shaped building, having a frontage of 228 ft. on Park Lane, with a depth of 60 ft., while the L will be 40 x 130 ft. The building will be of reinforced concrete on pile foundations, faced with a granite base and terra cotta brick. The front portion of the building will consist of a main waiting room 60 x 100 ft., flanked by two wings two storeys high. In the lower portion of these wings will be waiting, immigration, telegraph, telephone and stationmaster's offices, and a large exhibition room. The operating and traffic staffs will be accommodated in the upper storeys, the G.N.R. occupying one wing and the N.P.R. the other. In the L there will be baggage, express and mail rooms, and on the east side running the whole length of the building there will be a concourse 28 ft. wide, with glass roof, giving access to 11 sets of tracks, each of which will have an umbrella connecting with the roof of the concourse. A private road will run by the side of the L for the baggage and express traffic, and another road will give access to the waiting room. There will be two entrances to the front of the building. The building will be erected on a part of the reclaimed False Creek flats.

The detail plans are in course of preparation, and it is reported that contracts for the erection of the building will be placed at an early date.

The plans were given consideration by the Vancouver City Council's bridges and railway committee, Nov. 11, and approved, the committee asking the company to let the contracts at once, and to set back the main front 100 ft. back from the Park Lane street line. The city council had the plans before it, Nov. 15, but declined to take any action beyond deciding to forward copies of the plans to the Board of Railway Commissioners and to the Provincial Government, and concurring in the resolution of the bridges and railway committee to have the building set back 100 ft. from the Park Street line, so as to make it conform with the Canadian Northern Pacific Ry. proposals.

A. H. McNeill, K.C., counsel for the company, submitted the following statement regarding the sums the company proposed to

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Way Agent, E. W. McBain, to begin negotiations for sale of the portion of the right of way of the surface line connecting the two yards between Pender and Alexander Sts. The tracks between Alexander St. and the south side of Pender St., including spur tracks to various industrial concerns, are being taken up, but those between Pender St. and the False Creek yards, together with industrial spurs, are being retained.

The tunnel was placed in operation, following tests which showed the ventilating and signal equipment to be working satisfactorily. Operation through the tunnel has removed five level crossings, viz., at Columbia, Cordova, Alexander, Carrall and Hastings Sts., and has resulted in expediting the movement of both street and railway traffic. A Vancouver press report states that the C.P.R. is able to save between 35 and 40 minutes in handling trains between False Creek yards and Burrard Inlet. A Vancouver paper, in discussing the opening of the tunnel, states that its completion marks the first accomplishment in the city's endeavor to have grade crossings eliminated.

The Board of Railway Commissioners has passed an order authorizing the C.P.R. to operate through the tunnel.

Freight Traffic on Railways.

Dominion Bureau of Statistics, Transportation and Public Utilities Branch, reports freight loaded on Canadian railways and received from foreign connections in April, in tons, as follows:—

	April, 1932	April, 1931	April, 1930
Prince Edward Island	15,560	40,432	32,852
Nova Scotia	322,409	448,532	486,120
New Brunswick	174,394	213,557	284,418
Quebec	684,021	889,971	1,061,141
Ontario	2,245,718	2,830,450	3,737,764
Manitoba	233,109	259,031	273,260
Saskatchewan	345,764	477,117	304,194
Alberta	595,496	553,847	423,434
British Columbia	333,118	364,365	563,375
Total	4,950,589	6,077,352	7,166,353
The products were as follows, in tons:—			
Agricultural	1,271,778	1,332,370	1,108,177
Animal	174,474	197,222	211,023
Mine	1,526,348	1,754,561	2,238,656
Forest	561,443	675,075	1,111,114
Manufactures and miscellaneous	1,415,546	2,067,624	2,502,383
Total	4,950,589	6,077,352	7,166,353

Aroostook Valley Rd. Proposed Purchase.—The Interstate Commerce Commission decided in May to reconsider its former decision to allow the Canadian Pacific Ry. Co. to purchase 2,000 shares of A.V.R. stock from A. R. Gould at not more than \$215 a share. Prior to the Commission dealing with the matter, the C.P.R. and Mr. Gould had negotiated for transfer of the stock at \$264.37 a share, but the Commission held that the price was too high, when its approval was sought. The Commission arranged for further hearing in the matter for July 15 at Washington, D.C., before Examiner Davis, but on July 7 cancelled the hearing. On July 14 we were advised officially that the cancellation did not mean that proceedings were ended, and that further hearing on the application will be held at some later date. The purchase of the 2,000 shares of stock from Mr. Gould, who is a former U.S.A. Senator for Maine, and President of the A.V.R., would give the C.P.R. control of the A.V.R. (June, pg. 322.)

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