

## THE DAILY NEWS

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DAILY EDITION

Ex-Mayor Newton's campaign is falling "as flat as an inflated balloon." He started off with a spectacular "entertainment" and everybody turned out to see the fun. The house was crowded, as it always will be when free pictures and loads of cigars are to be had free of charge, with the certainty also of a little vaudeville thrown in between the acts.

In the first place he tried to make an issue of the Hydro-Electric. He had hoped that Mayor Pattullo would make that issue his own and that a great opposition sentiment could be raised over public ownership. The wind was completely taken out of his sails, however, when the mayor put the case clearly that his share in the transaction was done when he had put the issue up to the people. It was for them to decide what was best.

The next peg to which he hung his political ambitions was his criticism of the council's handling of Section Two improvements. When it was shown that this was entirely a matter between the property owners of that section and the contractor who did the work his uneasiness at once became apparent. Indeed it seems to have knocked the bottom clean out of all his ambitions and it is not impossible that before election day he will again refuse to face the music as he did on a former occasion.

Mr. Newton is strong just now on trying to play the working man. Having failed to make any impression whatever on the business fraternity, he hopes that the former body are more gullible. It is indeed possible that promises impossible of fulfillment will lead a few of them astray. Most people are first of all looking out for number one, and fair promises are very tempting.

The better class working man, however, will not cut off his nose to spite his face. He will reason out whether these promises are consistent with good business. He will refuse to follow the leadership of a man who says he can lift himself by his shoe straps, and this is the sort of logic used by Mr. Newton.

As an illustration of this Mr. Newton promises to have all future work done by day labor. As usual he does not know that the Provincial Government has put that beyond his reach. All local improvement work MUST NOW be done by contract.

Under proper circumstances the day labor plan has much to be said in its favor. The conditions necessary to make it a success are when the man in charge has an absolutely free hand. But with us the "boss" is always looking for votes. How can he urge his men to give a good return for their pay? Every time he does it he loses a vote. We have seen this before in Prince Rupert. We have seen a dozen men fiddling away at one man's job. Two dollars and fifty cents is considered a big price to pay in Section Two for removing rock, but it would pale into insignificance in the face of what similar work has cost by day labor, and that right in this city.

A city should not be run as a charitable affair. All fair minded people like to see a high rate of wages, but there is no sense in paying a high wage and getting nothing for it in return. A city should be run like any other business, and money should be paid out only for value received. So long as our public works department is in the hands of politicians we had better stay with the contract system. If we want a change let us check the evil at its source and give the department a responsible head.



## INNOCENT YOUNG STENOGRAPHER KILLED BY BOMB

Infernal machine in an express package. In the office of a New York bottling concern, Miss Ida Anusewitz opened a harmless looking parcel which contained an infernal machine. The bomb, delivered by express, was intended for her employer. The office is shown herewith after the explosion.

## WRECK OF STEAMER JEANIE TOLD BY RESCUED SAILORS

NO CHANCE OF SAVING VESSEL — PRAISE FOR ESTEVAN OFFICERS AND MEN WHO PICKED THEM UP

Lying in an exposed position on the rocky shores of Calvert Island, the American steamer Jeanie will become a total loss. With the arrival in Victoria of the Dominion lighthouse tender Estevan, it was stated that the stranded vessel was in great danger of being battered to pieces by gales prevalent in the north at this season of the year.

On board the Estevan were 22 ship-wrecked seamen, members of the crew of the Jeanie, who were picked up by the lighthouse tender when she chanced to put into Safety Cove on her south-bound passage to Victoria. Capt. Hickman and Second Mate Max Gunter were left at Clarke Point standing by the wrecked steamer to await the arrival of a salvage steamer.

Mate Redfern who was the last man to leave the Jeanie, stated that when he last saw her the vessel was keeled over to starboard, and that although she appeared to be intact she was badly exposed to the wind, and he feared that the chances of her being floated was small. She was badly holed and full of water, but in the opinion of the mate there was a possibility that the cargo might be saved.

"We hit the docks about 12:30 on Friday morning when steaming through a dense fog," said Mate Redfern.

"It was so thick that we could hardly see the bow of the ship. We were northbound at the time and had aboard some 900 tons of general cargo for Prince Rupert and Alaskan ports. As soon as the Jeanie struck the orders were sent below for full speed astern, but she was jammed fast and refused to budge an inch.

"She soon began to fill with water and took a big list to starboard. The skipper hailed the Estevan at Safety Cove, not far from the wreck, and Captain Barnes kindly offered his assistance. When he saw that the Jeanie was in a bad way, Captain Hickman ordered the men to get the mails out of the boat, and they were all recovered. If a southeasterly wind sprang up I fear she will break up.

as she is much exposed to the weather."

The men of the Jeanie had nothing but praise for Captain Barnes and the officers of the Estevan, who did all in their power to make the shipwrecked men comfortable.

"We were treated like kings," said Purser Foster, "and you may be sure we appreciate all that has been done for us."

In addition to the twenty-two men the Estevan brought south all the registered and other mails, and the seamen's personal effects. The men disembarked at the outer docks, where the Estevan put in at 4:30 o'clock.

Mate Redfern stated that the Jeanie was making her first voyage this fall in the service of the Alaska Coast Company, her owners having taken the sailing of the steamer Admiral Sampson. She had no passengers on board.

Attempts will be made to float the Jeanie, and it was stated by the men that the Vancouver Dredging and Salvage Company had despatched a vessel north with a view to salvage.

The immigration authorities allowed the men to land, and as the American consulate offices were closed, they returned to the Estevan to berth for the night. They will leave by the steamer Sol Duc this morning for Seattle.

Monday the 29th, commencing at 8 p. m., Christmas tree entertainment to be given by the children. Admission free. All are welcome. Held in Salvation Hall. 302-304

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