

Carnegie and Valencia Heroes

Manager of Fund Writes to Mayor Morley Making Inquiries.

Special Agent May Come to Victoria to Institute Search.

His Worship Mayor Morley is in receipt of the following explanatory letter: Pittsburgh, Pa., Jan. 23, 1906. Dear Sir—The newspaper press of the West has given rather vague and incomplete accounts of the wrecking of the steamer Valencia at Cape Beale, Vancouver Island, on the 23rd inst. which indicate that many persons lost their lives. In order that the Carnegie Hero Fund commission may know the exact extent of this disaster, I take the liberty of addressing you in the matter.

any surplus that accrues beyond providing for heroes and their dependents (which provision must never be abandoned) to such other modes of benefiting those in want, etc. caused through no fault of their own (as at disasters, accidents, crime, etc.), but through exceptional circumstances, in such manner and to such extent as the commission may be suitably provided by law, or otherwise.

Discuss West Coast Dangers

Victoria Board of Trade Held an Important Meeting Yesterday Evening.

Special Committee Given Task of Making Recommendations to Government.

(From Wednesday's Daily.) Nearly two score members of the board of trade gathered last evening in the council chamber of the board to discuss life saving on the West Coast and the Puget Sound steamboat service.

Deed of Trust To the Hero Fund Commission: Gentlemen—We live in a heroic age. Not seldom are we thrilling to see heroes who save men or women or injured or lose their lives in attempting to preserve or rescue their fellows; such the heroes of civilization. The heroes of barbarism maimed or killed their.

I have long felt that the heroes and those dependent upon them should be freed from pecuniary care resulting from their heroic deed. It is for this purpose, I have transferred to the commission five million dollars of that collateral five per cent. bonds of the United States Steel Corporation, the proceeds to be used as follows:

First. To place those following peaceful vocations who have been injured in heroic effort to save human life, in some way better pecuniarily than they would otherwise be able to do. In case of death, the widow and children or other dependents, and the children until they reach a self-supporting age. For exceptional cases the commission thinks advisable—each case to be judged on its merits.

Second. No constant and less than a fair trial, no matter what their antecedents. Heroes deserve pardon and a fresh start.

Lack of Energy

Are you nervous, physically exhausted, weary of work? Is your head reeling and aching with pain? No doubt your mind is tortured through your inability to work like other folks. This deplorable condition is caused by the poisons left in the blood through faulty action of the kidneys and liver.

ertul fog signals together with a perfect telegraphic service to keep vessels coming ashore. Also roads to connect the shore with the boats. A move life saving apparatus and build a number of shelter huts at convenient points along the coast. What was first urgently needed was means to prevent vessels going ashore.

To a question, Capt. Cox said that the latest fog apparatus made could be heard from two to eight miles against the wind.

Captain J. W. Troup had no doubt of the necessity for a light station at Vancouver Island which he had verified the last few days and in his opinion was a partial cause leading up to the disaster of the Valencia. He agreed with the idea of calling the attention of shipmasters of all vessels entering the straits to carry charts and aids to navigating the coast. He suggested the establishing of a harbor sound and the placing at the entrance of good leading lights. He too doubted the wisdom of erecting a light station at the entrance of Juan de Fuca as a mariner would not know his location. He suggested the needs of an improved fog signal at the straits of Carraro and also at Cape Beale. He averred that the dangers of the approach to Vancouver Island are the greatest in the past been looked upon seriously.

As to Wireless Telegraph. He doubted the benefit of wireless telegraph to keep vessels from the shore as the mariner was unable to tell how far he was from the station. It is the neglect of securing aids to navigation on the principle of the ordinary telephone.

Committee to Report It was then moved that the whole subject be referred to the Harbors and Navigation committee with power to add to their number to thoroughly investigate all the requirements for the safety of life and property on the west coast and to prepare a report for presentation to the board at the earliest possible moment.

Rev. E. S. Rowe here asked that the board endorse the resolution adopted by the Harbors and Navigation committee on Friday last, of which a copy was sent to the minister of marine and fisheries.

The meeting unanimously endorsed the resolutions adopted at the citizens' mass meeting held Friday evening last, and which have been referred to the department of marine and fisheries at Ottawa; and referred the set of resolutions to its own harbor and navigation committee to more thoroughly investigate the requirements for the greater safety of life and ships on the west coast.

The Puget Sound Service In connection with the Puget Sound steamship service between Seattle and this port, and the withdrawal of the steamer Princess Beatrice from the service of the Whatcom, a vigorous protest was entered against the proposed arrangement, particularly during the winter season.

C. H. Lugin opened the discussion on the question of the prevention of wrecks and the need of life saving appliances on the west coast of Vancouver Island. The speaker advanced three principal causes for the loss of life and property in the west coast along the western coast of Washington state and Vancouver Island; and (3) fog banks in late fall and early winter months that lie along the coast line of both Mainland and Island, while being in clear weather.

The existence of the current, he believed, was not recognized officially as it should be. He had been informed that wreckage of the ship off Cape Flattery had been picked up at the beach of Ross Bay and on northern beaches of the island.

Regarding fogs, he had been informed that during August, September and October having known there were apt to be heavy fog banks for several days together. These banks do not extend very far toward the sea, and there is a danger of ships going on the breakers before they were aware of their proximity to the shore.

WHITE MUSLINS

And going through every article in every department brings many things to light that should not be in the store at this season of the year. The store that clings to its old lines of merchandise for the profit which failed of realization in the proper season is making a great mistake. There's just one thing to do—sell the surplusage for what it will bring and buy newer lines to take their place.

David Spence Ltd. WESTERN CANADA'S BIG STORE

Annual White Sale And Balance of the Month

Ladies' Drawers

Ladies' Drawers, full size, 5 inch frill, with 3 rows of hemstitching, made of heavy cotton. Price, 25c (open or closed).

Ladies' Gowns

Ladies' White Cambric Gowns, trimmed hemstitching, "V" yoke, also lace, 35c each.

Ladies' Fine Long Cloth Underskirt

Ladies' Fine Long Cloth Underskirt, 9 inch flounce of fine openwork embroidery, headed with 3 rows 1 inch tucks, also under frill, \$1.25.

Corset Covers

Dainty Corset Covers, trimmed 1 inch lace, open pattern, all sizes, 25c.

CHINAWARE

97 piece Porcelain Dinner Sets with rose and forget-me-not decoration, regular \$12.75. Friday \$6.90

GLASSWARE

Pressed Glass Water Jugs, regular 25c. Friday 10c

WHITE MUSLINS IN THE WHITE GOODS SALE

Hundreds of pieces of White Muslins of various kinds go On Sale Today. Double width Spot Muslins. Thursday, yard 15c

INQUIRY HAS

Investigation Into Cause of Wreck of Valencia Yesterday. Testimony Given by Numb Those Who Were Present Last Hours.

A Large Number of Witnesses Summoned Who Will Testify Shortly.

THE investigation into the cause of the wrecking of the Valencia on the night of the 22nd or 23rd, at as commissioners, and Mr. H. Lugin, as counsel for the Dominion government. Mr. Lawson of the Coast Steamship company, he was restricted to the cross-examination of witnesses whenever any statement was made. Mr. Lawson considered derogatory to the steam company was made. Capt. Gaudin was also present. The investigation was conducted by the Marine Department to ascertain the circumstances of the wreck on the night of the 22nd or 23rd, and had been advised by the captain of the Valencia from Seattle, and had been advised by the captain of the Valencia from Seattle, and had been advised by the captain of the Valencia from Seattle.