

CO. SPECIAL Victoria B.C. Liquors WRITERS Butter - 30c - - 25c Milk - 10c & GO. nders, Toys, Bains Supplies. GO. S OFFICE May, 1888. Tenant-Governor the undermen- tion 16 of the namely: for the North District. For Stevie, for Deputy Electors. for the Stoken District. Nelson, for the Electors. for the Ross-Electoral Dis- for the East. Nelson, V. I. for. V. I. for. for the mo and South. Tenant-Governor the under- distributing Col- of section 17. District of East ston, of Fort District of West and of Nelson. of Yale Elec- tory of section 17. Districts of and, Andrew L. and South Na- George Thomson.

NEWS OF THE CAPITAL

Victoria Company Bids for Impeformed Contract Just Awarded to Foreign Concern.

Delegate to Washington Sanguine as to Results—Capt. Cox and Sealing Interests.

Orange Grand Lodge Concludes in Harmony With Clarke Wallace Again Master.

(From Our Own Correspondent.)

Ottawa, June 1.—In the house to-day Sir Charles Tupper read a letter from Hon. E. G. Fuller, M.P., stating that the Boston & Alaska Co., with their steamers will not be able to carry out their contract to ship the Yukon military supplies by May 20th. Col. Prior therefore urged that the Canada Development Co., of Victoria, to be ready to commence operations by June 9th, be encouraged by the government. The Premier promised to consider the suggestion. It is stated that Capt. Cox, the Victoria sealing representative, is rather dubious of the outcome of the sealing dispute. Since that question is to be included with all the other controversial subjects, he is afraid the sealers' interests may be sacrificed.

Mr. Monk to-day appealed for protection for the aldermen and manufacturers. Mr. Fielding would not promise any change this session. Sir Louis Davies returned to-day from Washington, and read a statement to the house that an agreement had been reached for approval by Great Britain and the States providing for the submission of all questions in dispute to a commission to meet in Quebec at an early date. The announcement brought congratulations from Mr. Foster for which Sir Wilfrid Laurier expressed his thanks. Sir Louis Davies said that while at Washington he went over these troublesome questions one after the other, discussing them generally, and added: "I am glad to say that the best of dispositions was shown on the part of Messrs. Kasson and Foster, my representatives." President in the discussion of all these several questions, and after considerable discussion we came to an agreement which has been referred to the governments of Great Britain and of the United States for final approval. I have no reason to doubt that approval will be given, and that there will be a joint convention...

DOMINION NOTES. Gold From Peace River—U.S. Consul for Dawson—Reformatory for Murderer. J. T. White has arrived at Edmonton from Peace River landing, bringing several splendid samples of gold, both fine and coarse, found on the river. He has three large pieces of gold amalgam, washed from bars near the crossing. The pieces are worth at least \$20 and are said to have been washed out in four days, working only six hours a day and using nothing but a shovel for washing pans.

BONDING THROUGH ALASKA. Suggestion That It Be Secured by Treaty—That Mythical Notification Discussed.

Toronto, May 31.—The Globe editorially says: "The statement of our Ottawa correspondent that Mackenzie & Mann had notified the British Columbia government of their inability to build the projected railway from the British Columbia coast to Teslin Lake on the subsidy of \$1,600,000 granted by the legislature of that province probably put a period to all endeavor for some time at least to secure an all-Canadian route to the Yu-

THIRTY-FOUR DROWN!

Schooner "Jane Gray" Sinks Off the West Coast With Her Human Cargo.

Survivors Spend Thirty-Six Hours in Open Launch With Little Food or Water.

Schooner Not In-pected Before Leaving Seattle Although Re- fitted for Passengers.

(From Our Own Correspondent.)

The American whaling schooner Jane Gray, which sailed from Seattle on Thursday, May 19, foundered three days later ninety miles north of Cape Flattery and thirty-four of the sixty-one persons who set sail on her perished. The survivors, twenty-seven in number, arrived here at an early hour yesterday morning on the sealing schooner Favorite, Capt. McLean, which picked them up at Kyquot, after they had been adrift in an open launch, without water and with very little food, for thirty-six hours. The names of the victims of the disaster as far as known by Capt. Crockett and the survivors are: Eduardo Gara, Italy; Seconda Bissetta, Italy; Wm. Otten, Minnesota; Wm. P. Deterling, Minnesota; F. W. Gither, Harrisburg, Penn.; Ben E. Supple, Jr., Seattle; Wilbur T. Dorey, Lynnbrook, N.Y.; Rev. Mr. Githens, wife and child, St. Lawrence Island, Alaska; Edward F. Ritter, Poughkeepsie, N.Y.; Horace Palmer, Poughkeepsie, N.Y.; U. S. Hamilton, Illinois; Frank Salsbury; Arnot Johnson; Andrew Cairns, member of crew; John Hawson, member of crew; Leon Arnsprung, member of crew.

YUKON ROUTE SURVEYS

Approaches Through Yellowhead Pass and from the Coast to Be Sought.

Seventy-Five Thousand Dollars Voted—Yukon Already Paying Its Way.

(From Our Own Correspondent.)

Ottawa, May 31.—The Commons spent most of the day in supply, discussing canal items, after which the vote of \$40,000 for Yukon route surveys was taken up. Besides this there was a vote of \$85,000 for a survey from the British Columbia coast to the Stikine. Mr. Blair said the first was for a survey from Edmonton through Yellowhead Pass to the Pacific. There would be three parties, following Peace River and the Nelson to the Liard and westward, but possibly more southward. The lines proposed by the two routes would converge, probably at a point between the Yukon and the Stikine. Mr. Fielding admitted that the votes on account of the Yukon for next year would amount to \$700,000, but he said that up to the present the Yukon was paying for itself. The items passed, as follows:

SHORT DESPATCHES.

Fatal Explosion—New Mark for Scorechers—Chess Tourney Opening.

By the explosion of a boiler on an engine in the Hoosonic tunnel and Wilmington railway yesterday Zephaniah Douglas, the engineer, and E. Faulkner, the fireman, were killed. The engine was almost completely demolished. A passenger coach was partly wrecked and several persons sustained severe injuries. The international chess masters' tournament begins at Vienna this morning. The supporters of various nations are ordering in the Philippines have received a message to the Spanish government complaining that the friars are subject to persecution and assassination through the machinations of secret societies there and in Spain. At Baltimore, Md., yesterday Henry Smith set a new mark for long distance bicycle riders. In his 24 hour paced race with Robert French ending at 8 o'clock in the evening he covered 409 1/2 miles, and his track records above sixty miles were broken. Smith was off his wheel during the day three hours and five minutes, making his actual riding time twenty hours and forty-two minutes. R. A. Bayley, barrister, of London, Ont., will marry to-day the daughter of M. C. Cameron, the new Lieutenant-Governor of the Northwest Territories. Lord George Hamilton, secretary of state for India, is again mentioned in connection with the Governor-Generalship of Canada. The name of the Duke of Kent, son-in-law of the Prince of Wales, is also discussed. Frederick Hall, a cratemaker, living at Burslem, the principal town in the district called "the Potteries," Staffordshire, has murdered his wife and five children with a bill-hook and then committed suicide by cutting his throat. It is supposed that the man suddenly became insane.

HUNGER IN NEWFOUNDLAND.

Government Sending Steamer With Relief for the Ice-blocked North Coast.

St. John's, Nfld., June 1.—Owing to the heavy ice floes on the north coast of the island the action has been blocked for weeks past. Vessels laden with provisions have been unable to reach there and the people are almost destitute. The disaster is said to be unprecedented in the history of the colony. The government is sending a sealing steamer to-morrow laden with provisions to supply the needs of the population there.

LEPROSY IN THE EAST.

Indians Supposed to Have Contracted the Disease on a Minnesota Reserve.

Winnipeg, June 1.—(Special.)—The Indian department is inquiring into the nature of the case of serious disease which affects some Canadian Indians in the Rainy Lake country near the Minnesota border. The disease is said to resemble leprosy and it is reported it was brought over by Indians who visited the Minnesota reserve where the disease has gained a considerable foothold. The matter is to be thoroughly investigated.

SCHOONER "JANE GRAY" SINKS OFF THE WEST COAST WITH HER HUMAN CARGO.

Survivors Spend Thirty-Six Hours in Open Launch With Little Food or Water.

Schooner Not In-pected Before Leaving Seattle Although Re- fitted for Passengers.

(From Our Own Correspondent.)

The wreck and terrible loss of life can be credited to the shipping laws of the United States, which do not provide for the inspection of sailing vessels. The Jane Gray was built for the coast of Italy, and was a small vessel of but 107 tons. She was not well adapted for the purpose for which she was built, but could hardly be said to be suitable for carrying passengers, but possibly more so. The lines were proposed by the two routes would converge, probably at a point between the Yukon and the Stikine. Mr. Fielding admitted that the votes on account of the Yukon for next year would amount to \$700,000, but he said that up to the present the Yukon was paying for itself. The items passed, as follows:

OFFICIAL REPORT.

Capt. Crockett, master of the schooner, said the following report to the United States consul: "By this public instrument of protest it is known and made manifest to all persons, that I, the undersigned, commanding the schooner Jane Gray, under license No. 1898, personally came and appeared before me A. E. Smith, United States consul, Victoria, B.C.; Ezekiel E. Crockett, vice consul, Victoria, B.C.; and the vessel schooner Jane Gray of Seattle, Wash., of registered tonnage 107 tons or thereabouts, official number and many John Hansen, who did solemnly declare and state as follows: The American whaling schooner Jane Gray left Seattle at 6 p.m. Thursday, May 19, 1888, on a voyage to Port Townsend, along with the schooner Moonlight. Encountered light variable winds through the straits of Juan de Fuca, and about 4 p.m. Saturday, passed Cape Flattery out into the ocean in a moderate gale of wind when water began to come in through the hawser pipes flooding the lower berths on the starboard side in the house built forward on the upper deck. The ship was turned about, the hawser pipes stopped, and the cargo continued on her way but the forward cargo on the deck had water over the floor on the starboard side most of Saturday night. The water continued to come on to the deck and the cargo had to be moved under foresail and continued so until 2 a.m. Sunday, May 22, when the mate reported that the cargo was being pumped out and reported all right at midnight. I ordered the foresail taken in and the cargo was moved to the lower deck. The cargo was cleared but only one surviving that I know of and 27 men were taken in her as follows: Capt. E. Crockett; Mr. John Hansen, Conrad Palmer, John Schmidt, Conrad Palmer, Leabon, Ohio; U. S. Hamilton, Ill.; Frank Salsbury, Arnot Johnstone, J. Lindsay, Victor Hanson, Conrad Palmer, Wm. Otten, W. Young, Phil C. Little, Andrew Carlson, John Hawson, and Leon Arnsprung, the last three being part of the crew, Claudius Brown, Seattle; Mr. Atkins, California; B. D. Ramsay, Kalamazoo, Mich.; Ed. M. Taylor, Fred Taylor and B. S. Spencer, of San Francisco; Mr. Stutzman, Plainville, N. J.; and Mr. Frost, believed to be from the wind and waves about eight miles north, reaching land at 2 1/2 p.m. Monday, inside of rigger reef, Unlon island on Kyquot sound, where they camped drying their clothes and sleeping on the ground. At the village of Kyquot, an Indian guided the party to the village of Kyquot, where the sealing schooner Favorite, of Victoria, B.C., Capt. McLean, was found being refitted, which took the party aboard and set sail for Victoria, landing there at 4 a.m. June 1, 1888. (Signed) E. E. CROCKETT, "Master of the United States Whaling Schooner Jane Gray." (Signed) JOHN HANSEN, "Mate."

SURVIVOR'S STORY.

Mr. G. H. Pennington, one of the passengers, who survived the wreck, was on the way to Kootenay Sound, with the outfit, intending to spend a year or two prospecting. According to his statement there was a very limited crew on the schooner, consisting of besides the captain and mate three sea-

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jects were noticed on the water, all else having been engulfed or blown away. These two objects proved to be men, who with several others had been washed off the railing just before the schooner disappeared from sight. They were Job Johnson and C. J. Reilly. The fact that they were picked up showed that the launch had not drifted far from the scene of the wreck, and with boards for provisions and a few articles of the vicinity until it was beyond doubt that only those in the launch had been saved. Capt. Crockett calculated that he was ninety miles northwest of Cape Flattery and about forty miles due west from the Vancouver Island coast, and that by allowing the boat to be driven before the wind he would reach some point on the Vancouver Island coast north of Clayoquot. The launch was thereupon headed northward and was with the outfit on board at the entrance to Kyquot sound. It was about 2 o'clock on Monday afternoon, thirty-six hours after they left the schooner that the survivors made a landing. During the thirty-six hours, they had had no water, except the rain water which they drank, and their food consisted of prunes and turnips, of which two sacks had been found in the launch. Luckily for those who were on board there was a sack, a bag of clothing was picked up and the articles of wearing apparel were given to those most in need. There was no running and no water in the storm all the time but fortunately the storm was not a fierce one. After the survivors had been on shore for some hours an Indian happened along and guided them to Kyquot, where they were able to secure a supply of provisions and where they found the schooner Favorite. Rev. Mr. Gamble, the Alaskan missionary, seemingly lost entire control of his senses. Several of the passengers went to the entrance of the cabin to assist Mrs. Gamble to the launch. Mr. Gamble was carrying their child but as he reached the launch and saw the confusion returned to his stateroom, calling on his wife to follow him and as she shut the door said "We will die together." He afterwards came out on the deck alone but would not listen to the offers of the passengers to help him to the launch, returning to his stateroom, where he must have been drowned like rats in a trap. The schooner was loaded to her hatch with the outfit, and the cargo was being piled party and the prospectors who were bound for Kootenay sound, and besides the launches had a lot of coal and water barrels on board which were not however, deep in the water, the outfits being light. OFFICIAL REPORT.

SCHOONER "JANE GRAY" SINKS OFF THE WEST COAST WITH HER HUMAN CARGO.

Major Inghram and the Italian mountain climbing party were going to scale Mount St. Elias to complete the work commenced last year by Prince Luigi. Two of the Italians lost their lives, the party's very valuable outfit, like every thing else on the schooner was lost. The Major, however, expects to make a second start very shortly. The launch in which the survivors reached shore was but 28 feet long with a nine-foot beam, and the oars were broken. The skipper, who had come to propel their craft with pieces of lumber, having but a small piece of canvas to reach, could only manage to make them forced to sit huddled together for thirty-six hours, at times wet to the skin with spray from the waves. With the exception of Mr. Pennington, Seaman Carlson and Cooks Johnson and Olson, the survivors left for Seattle on the City of Kingston yesterday morning, being followed on the North Pacific last night. The crew were provided for by United States Consul Smith, during their stay here and were furnished with transportation to Seattle. Johnson and Reilly, the two men picked up by the launch after daylight broke say they when they were washed off the railing were very fortunate on the schooner, the men having dropped or been carried off one or two at a time. They succeeded in landing at Kyquot, which fact they owe their lives, the others having sank as soon as they lost their hold on the railing.

TWO WINGS OF LOCAL OPPOSITION FLAPPING IN UNION AGAINST THE GOVERNMENT.

Armory Appropriation Granted at Ottawa—Herd of Cattle for Dawson.

Plebeisite Campaign Opens in Westminister—High Water in the Fraser.

(From Our Own Correspondent.)

Vancouver, May 31.—An English syndicate was attempting to get 1,000 head of cattle through alite Dawson. Four hundred start from here to-morrow by the steamer Transfer, No. 1, now ready to load in Vancouver harbor, and 600 leave Seattle to-day by the steamer Skookum. The entire consignment will be taken care of by Mr. C. W. Thebo, who has made previous similar trips. An effective bit of "quickchange business" was made by Messrs. Cotton and Martin between the morning hours of Saturday last and the evening of the same day, when a meeting was held of various sections of the opposition party. It was suddenly decided, only an hour or two before such meeting, to change the description of the gathering, which of those in Vancouver who felt in antagonism to the provincial government and who were nevertheless not in accord with the present opposition. But during the day the men of the "Province" found that Mr. Martin and his friends badly helped the party, when they picked up Johnson and Reilly.

WHAT CARLSON SAYS.

Seaman Carlson, who was on watch when the schooner commenced to sink and gave the alarm, says the gale was not an ordinary one such as schooners of the Jane Gray's size and build should have lived through. She was full of cargo, besides the temporary deck houses, carried a deck cargo of coal, water barrels, the two launches and a small boiler, so that she was pretty well crowded to leeward and deep in the water as the cargo was light. The waves washed over her deck and the scuppers having been closed up when the house was built, the water came in through the hawser pipes. The crew were kept busy and the cabin bilged out but early on Sunday morning he noticed that the vessel was keeling over and he crossed the deck and saw the cargo being turned overboard. In less than ten minutes he was up on the mainmast and sinking rapidly. It was very dark at the time and raining heavily, but there was not a severe gale. The excitement was terrible, the men praying, crying for help. Everything possible was done to save the passengers, but they seemed reluctant to take to the boats.

SHOULD HAVE RETURNED.

At the American consul's office yesterday Charles Olson and Albert Johnson, the cooks of the schooner, made a statement that they had told the passengers on Saturday, the day that the wreck occurred, that the schooner was to be taken to Neah Bay or some other nearby harbor. Asked as to whether they had spoken to the captain, the men stated that they had not. The vessel was to be taken to Neah Bay or some other nearby harbor. Asked as to whether they had spoken to the captain, the men stated that they had not. The vessel was to be taken to Neah Bay or some other nearby harbor. Asked as to whether they had spoken to the captain, the men stated that they had not. The vessel was to be taken to Neah Bay or some other nearby harbor.

WESTMINSTER NOTES.

The Westminister prohibitionists began their plebeisite campaign on Sunday night with a mass meeting held at Sapperton at the Presbyterian church. The chair was taken by Mr. H. Kennedy, M.P., and several stirring addresses were delivered to a fair attendance of sympathizers. There is again some danger of floods in the Fraser as the water in the Sumas district is as high as it has been at any time in this period and is little more than 10 inches below the bank. Mrs. Stratton, the most severely injured among the passengers, who were in the recent inland railway accident, will be confined to her room for some ten days yet suffering from a broken rib and a severe cold. The New Westminister council has advertised for sale for tax arrears a formidable list of city properties. The people of the Burnaby district of Burnaby and South Vancouver are holding a meeting this week in the West Burnaby school house, probably on Thursday, with a view to petitioning the provincial government to establish a small horticultural experiment station in the district.

NEWS OF VANCOUVER.

Two Wings of Local Opposition Flapping in Union Against the Government.

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CITIZEN-MR. GREATNAM.

Citizen-Mr. Greatnam, I heard a curious debate the other evening. The subject was: "Can a politician be a Christian?" What's your opinion? Mr. Greatnam, local statesman, "Nah, but he'll git licked."—New York Week-

WHY DOES A MAN FEEL RICH WHEN HE'S RIDING IN A HANSON?

He—Because he's not paid the driver, I suppose.—Yonkers Statesman.

FOR CONSTIPATION TAKE KARR'S CURE.

Take the great Blood Purifier. Cures Headache, Nervousness, Eruptions on the Face, and makes the bowels clear as a bell. Sold by Cyrus H. Bowen.