

Fashion A Rock

Steamer Hating Stranded on Jarvis Island During a Heavy Fog.

Was on Her Way From Skagway With Passengers and Treasure.

Steamer Trader Gone to Scene With Wrecking Outfit to Save Her.

About 90 miles from Victoria, as the crew dies, the fine C. P. R. steamer Hating, purchased in China at a cost of \$175,000, lies stranded on the jagged reefs of Jarvis island, a small rocky island off Lasqueti island in Sabine channel, which passage divides Lasqueti island from the larger Texada island. The Hating, with 175 passengers on board, and \$300,000 in gold, was on her way west to Vancouver from Skagway, and she made fast time through the intricate northern waters, and the choppy open sounds, until after steaming through the river like channel between Vancouver island and the archipelago in the Strait of Georgia, she passed through the Seymour Narrows, and ran into a heavy bank of fog. On Saturday morning she met the curtain of fog, and proceeded cautiously. She was though going at about 10 knots an hour, and the whistle was continuously tooted so that the distance might be determined by its echo. It was not long after the steamer had left the more open water to enter Sabine channel where the currents are variable, that she struck heavily. The leading forefoot of the vessel struck the rocks and the steamer brought up through her metal plates, with a heavy thud.

There was no panic. It was 2:30 p. m. and the passengers were mostly about the decks. One or two ran to the boat with the messengers on the upper decks. The captain of the Steamer Hating, who came up with a life preserver in one hand, and a life preserver in the other, was the first to be seen. There was little excitement. The officers soon called those who showed fear, and soon the boats were put out, and the passengers were taken to the shore. The fog hampered the movements of the boats considerably, but the shore was not far off, and the boats were landed safely. It took about an hour to land all, and to remove the treasure and baggage. By the time the morning fog cleared away, the Hating was seen to be a wreck. The story of the stranding of the Hating as told by Pilot Gunn and the crew who rowed from the wreck shortly after the ship struck, is as follows: The Hating cleared from Skagway on Thursday night with 175 passengers and considerable treasure. For 90 miles was safely navigated until Saturday morning when the fog shut down heavily. The speed of the Hating was maintained, a constant watch on the bridge with Pilot Gunn and Chief Officer Neroutsoff. The fog was so thick that the Hating was unable to see the westward of Lasqueti island. It is 375 feet high, and rises up to a level of 130 fathoms. It is situated, and to strike it a vessel would have to be a very little way out of her course. Close to the island on which the Hating is wrecked 130 fathoms are shown.

PASSENGERS' STORIES.

The steamers Willapa and Mande returned to Vancouver yesterday afternoon with the passengers and treasure. As the Willapa passengers went ashore at about 2 p. m., a number were interviewed by the Colonist representative. Their stories varied little from the news already received. Among those interviewed were: M. D. Brewer, the well-known

Victoria the Leading Port

Shipping Returns for Past Year Show That She Takes First Place.

Empress of Japan Is Due Three Sealing Schooners Passing In.

That the port of Victoria is by far the most important shipping port in the province of British Columbia is evident from the statistics of the entries and clearances made by the Octava customs authorities up to June 30 last, when the figures were as follows: The entries from sea, with cargo at Victoria, during the year were 1,631, with an aggregate tonnage of 599,500 tons, and crews numbered in all 35,513. Clearances from sea, with cargo at Victoria, during the year were 1,631, with an aggregate tonnage of 599,500 tons, and crews numbered in all 35,513. Clearances from sea, with cargo at Victoria, during the year were 1,631, with an aggregate tonnage of 599,500 tons, and crews numbered in all 35,513.

The full statistics of British Columbia shipping for the year ending June 30 last are: Coasting—Vessels Arrived. Crews. Kaska 1,125 26,237 17,621. Nelson 1,200 27,126 18,264. New Westminster 548 118,336 6,454. Vancouver 2,951 687,922 41,284. Victoria 1,728 394,509 23,611. Coasting—Vessels Departed. Crews. Kaska 1,080 27,188 17,564. Nelson 1,200 27,126 18,264. New Westminster 548 118,336 6,454. Vancouver 2,951 687,922 41,284. Victoria 1,728 394,509 23,611.

The steamer Hating was purchased by the C. P. R. for \$175,000. The entire interior of the vessel was remodelled at a cost of \$100,000. She is a steel twin-screw steamer, with a hull of iron, with electric lighting. Her net tonnage is 705 tons, gross 1,204 tons. She was built in 1888 at Newcastle, and is fitted with triple expansion engines, with a total horsepower of 100, and has a speed of about 16 knots. She ran for a number of years for the Hudson Bay Company, French Company, and afterwards was sold to the Chinese government, together with the rest of the fleet, in 1900. She was during the China-Japan war, and has been known under many names, Arthur, Cass and Hating, and it was only in 1900 that she was known as the Hating. The Hating was transferred to the Willapa at Vancouver yesterday afternoon.

RATIONAL REASONS.

Bluejackets Favorably Disposed of to New Regime. From London Leader. As to the proposed navy dietary changes, the bluejackets at Portsmouth seem satisfied with the new scheme in its main features. On the lower deck the sailors especially welcome the increase of meals from three to five per day. Their representatives, who gave evidence before the committee of inquiry, asked only for a more liberal list of delicacies, such as coffee, milk, jam, raisins, etc., from the officers' stores—delicacies which under existing circumstances Jack could not get. The new scheme will enable him to carry a little more pocket money ashore.

UNCONFIRMED REPORT.

Of the Seizure of Three of the Local Sealing Schooners. An unconfirmed report was received by the steamer Benvenuto from the Bay of Islands, which came down to the Mananensis, which left Dutch Harbor seven days ago, there were three sealing schooners lying in the stream at Dutch Harbor, and the steamer was moored at the wharf there, and the passenger asked one of those

UP-TO-DATE STYLES AT WELLS BROS.

Latest Novelties From PARIS, BERLIN, LONDON.

WELLER BROS VICTORIA B. C.

Willapa Returns. Reached Port This Morning With the Hating Passengers.

Steamer Willapa returned at midnight from the scene of the Hating wreck at Jarvis island. She brought 65 passengers. All those interviewed told of the great cautions used by the officers of the steamer. They say that three were on the bridge during the fog, Capt. Gosse, Mate Neroutsoff and Pilot Gunn. According to the story told by the arrivals on the Willapa, the Hating was seriously injured when she was at first supposed. She is floated by the water, and at a stage of the tide does the water rise over her bow, and the danger is of the breaking her back. She is held on the rock right on the island itself, and not on any outlying ledge. The island is a small one about three-quarters of a mile long, and is like a horse shoe in shape, with Tucker Bay making the bend. The stem is burst and a hole is thought to be through the forward part of the hull. The steamer is making little water, it is thought that the hole is large. Other points of damage are the boiler, the high side hull, and the funnel. The boiler is cracked, and the funnel is punctured part of the hull from the top. The steamer is lying moored in the position of the Hating, with the bow struck, with a wire cable out forward, and a Manila hawser astern. At her port bow there is 14 feet of water at high tide, and at her stern point there is but a foot and a half of water forward, and fearing that she might turn overboard, the Hating was towed ashore by the passengers go ashore. Ultimately the steamer was thoroughly secured and the Hating was towed ashore.

RAISING THE RANSOM.

Fifty Thousand Dollars More Required to Free Miss Stone. New York, Oct. 14.—The Rev. Charles C. Creagan, district secretary for the American board of foreign missions, gave out a letter this morning to the American board, and among her immediate friends, the greatest anxiety prevailed. The ransom for Miss Stone is \$50,000, but it is not sufficient. Fifty thousand dollars more are required. We appeal now to those among us, who by the blessing of God, have larger financial ability, to supplement the contributions of their neighbors that the necessary sum may be reached. An answer is anxiously awaited at the office of the American board, 105 East Twenty-second street, New York, where subscriptions will be received.

NEW MEMBERS.

Montreal, Oct. 14.—(Special)—C. E. Baker, general passenger agent of the C. P. R., has been appointed member of the Canadian Forestry Association in succession to the late Hon. G. W. Allan.

Our First Conslonment

Of Fall Goods in the Upholstering, Drapery and Curtain Line are now on sale, and we can only say that for color, artistic effect and value we have surpassed ourselves in these last purchases.

Latest Novelties From PARIS, BERLIN, LONDON.

WELLER BROS VICTORIA B. C.

A CORNISH TIN MINE

Huge Underground Workings—Pump Working Since Waterloo Was Fought.

From Windsor Magazine.

Dolcoath, "the old pit," is the deepest and the richest of the tin mines of Cornwall. Her treasures appear to be inexhaustible. Only two years ago new deposits of great importance were discovered, and yet men have been busy digging ever since 1758. The shafts are bored under the present level, and divided up to 1830—that is to say, in 93 years—the sum of £220,000; and during the same period the lords of the mine have received a total of £249,670. The main shaft now goes down to a depth of 450 fathoms below the surface, so that the lowest depth is nearly 3,000 feet. It is in this lowest depth of all that perhaps the nerve of the Cornish tin mine is to be found. The heat is very great; the atmosphere is close and stifling; a heavy weight seems to lie upon the chest; the pressure on the drums of the cars is very strong. Imagination lends its terror. There is between one and the light of day a honeycombed mass of more than half a mile in length. What if this mass should settle down? Now and again the deep silence is broken in upon by the dull yet menacing sound of a falling rock. There are a few men blasting their way over one's head. And there is the pattering cataract within hand's reach, and under foot a shallow pool has formed itself from the overflow of the pump working half a mile overhead should break down, this pit would fill up at the rate of 185 gallons a minute. This pump has been working for over 100 years, and since the year of the battle of Waterloo, when it was first erected, and has raised in that time a mass of water weighing nearly 35,000,000 tons, and would fill a cube whose side measured more than 350 yards. These figures recur to one with striking significance at the bottom of the mine, well 3,000 feet in depth. The galleries on the different levels extend in the aggregate to close upon 80 miles, and the Dolcoath tin mine, which is a busy town, well laid out with avenues and streets. In these dark alleys 600 men are working every day, while above on the surface about 800 persons more—men, women and children—are employed. For the men on the surface a term of some contempt is used. They are known as the "great men," and for courage have no reputation. On these the Cornish lasses look for the most part with disdain.

BEIGANDS ACTIVE.

German Seized on the Borders of Roumania by Bulgarians. London, Oct. 14.—The Daily Express has received the following from Vienna: "Todoroff, the driver, was kidnapped, Miss Stone when she was kidnapped, has arrived at Sofia. He says her captors are Turks. The Bulgarian police, who are not satisfied with his statements, are keeping him under surveillance." "It is announced from Bucharest," says a dispatch to the Daily Mail from Vienna, that Her Majesty's consul, the representative of Germany from the border of Roumania. The Roumanian government has sent a protest to Sofia and the Bulgarian government has ordered troops to pursue the brigands. It is rumored that the Macedonian committee has decided to capture every foreigner within reach in the Balkans. The officials, while declining to indicate the nature of the measures they are pursuing to this end, are still hopeful of ultimate success.

FAST CANADIAN LINE.

Steamship Managers Do Not Realize One Is Needed. Toronto, Oct. 14.—The Evening Telegram's London cable says: "The opinion of half a dozen prominent steamship managers here is that the projected Canadian fast line will be a failure. Two expressed no fear of competition with a Cape Breton line, as during the summer it would only secure a few passengers, and the rest would be practically none. A twenty-knot service, it is not considered necessary to carry iron ore to this country. It is thought here that the talk at present is only good for the consumption of the public until the C. P. R. is ready to take up the project."

MINE EXPLOSIONS.

Accident Burns Thirteen Miners, Some Very Badly. Tunnelton, W. Va., Oct. 14.—By an explosion in a mine, 13 men were killed. The accident was caused by a miner loading a hole with too much powder, causing the dust from the electric machinery to ignite and explode.

First News of the Sealers

Several Schooners Return From Behring Sea Spoken on West Coast.

Two Indian Hunters Lost From the Geneva Under Strange Circumstances.

With the return of the steamer Queen City from the West Coast early this morning, the first news of the Behring sea fleet was received in Victoria.

The catches reported by the Florence M. Smith were as follows: Zillah May, spoken on September 28, with 438 skins, which, added to the 220 taken by her on the coast, makes a total of 658 for the season; Geneva, spoken on September 24 with 366, making 475 for the season; Penelope, spoken on September 21 with 450, making a total of 896 for the season; Lord Nelson, spoken on September 22 with 506, making a total of 774 for the season; Triumph, spoken on September 19 with 400, making a total of 930 for the season; 333 skins for the season; Penelope, spoken on September 21 with 145, making a total of 439 for the season; Sadie Turpel, spoken on September 21 with 131, making a total of 294 for the season; Victoria, spoken on September 24 with 290 skins, making 420 for the season; Empress, spoken on September 22 with 290, making 420 for the season; the Anokwa, with 335, which, with her 76 skins taken off the coast, adds, makes a total for the season of 411 skins.

TEE STUBBORN BOER.

Situation in South Africa Viewed by a United States Journal. From Portland Oregonian. If unresisted, the Boer is a quality to be admired, then the handful of Boers some 10,000 strong, who still hold out against the overwhelming forces of the Transvaal are objects of admiration. The truth, however, is that these people, who are so much admired, are not so admirable. They have long since passed the line where true courage ends and taken their place in the ranks of the obstinate. Obstinacy is commendable up to a certain point, beyond this it is childish, and the Boer's obstinacy is childish. It is a stubbornness that is not only stubborn, but also stupid. The Boer is a man of a certain type, and his stubbornness is a quality that is not only stubborn, but also stupid. The Boer is a man of a certain type, and his stubbornness is a quality that is not only stubborn, but also stupid.

THE STEAMER WILLAPA.

The steamer Willapa will take the next coast trip in place of the steamer Queen City. Will positively cure sick headache and prevent its return. Carter's Little Liver Pills. This is not talk, but truth. One pill will cure a headache. Small pill. Small dose. Small price.

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And they will be good to you. Our line of Collars and Sweet Pads is very complete, and comprises the most reliable and best made collars and sweet pads ever made. New Blankets and Rugs just arrived. B. C. SADDLERY CO., LTD., 44 Yates street.

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DR. J. COLLIS BROWNE'S CHLOROXYNE

Vice-Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chloroxyne, and that the plaintiff's story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to—Times, July 12, 1904. Dr. J. Collis Browne's Chloroxyne is the best and most certain remedy for Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc. Dr. J. Collis Browne's Chloroxyne is prescribed by scores of Orthodox practitioners. Of course it would not be "supply a want and fill a place."—Medical Times, January 12, 1883. Dr. J. Collis Browne's Chloroxyne is a certain cure for Cholera, Dysentery, Cholera, Colic, etc. Question—Now genuine without the words "Dr. J. Collis Browne's Chloroxyne" on the stamp. Overwhelming medical testimony accompanies bottles. Sole manufacturer, J. P. DAVENPORT, 25 Great Russell Street, London. Sold at 1s. 1/4d. 2s. 9d., etc.

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