

Local News.

CLEANINGS OF CITY AND PROVINCIAL NEWS IN CONDENSED FORM.

(From Saturday's Daily.)

The regular meeting of the local branch of the Amalgamated Association of Street Railway Employees of Victoria will be held in Labor hall on the first and last Tuesdays of every month.

Council No. 42, A. T. of T., will give a social at the Old Men's Home on Tuesday evening, 12th inst. A good programme of vocal and instrumental music has been prepared and refreshments will be served. Members of the council are requested to meet at their hall at 7:30 sharp.

Tenders are being invited by the officer commanding the troops at West Point barracks for the supply of land transport, including trucks, carts and wagons with horses and drivers, and hacks as required for military purposes at Esquimalt for the year beginning on the first of next month. Tenders have to be in by noon on Tuesday, the 15th.

A meeting of the executive of the Tourist Association was held on Friday evening in Mayor Hayward's office, when the secretary submitted copies of booklets and pamphlets he proposed to issue and circulate in the city and county. This was referred to the printing committee for report. A committee was appointed to secure a permanent information office. The treasurer, A. B. Fraser, sr., reported a number of additional subscriptions. The executive will meet on Tuesday evening in the mayor's office.

The death occurred at Manila on February 13th of John Macleod, youngest son of Rev. P. Macleod, formerly pastor of the St. Andrew's Presbyterian church of this city. He attended the public school and subsequently the Victoria College here, where he was an ardent participant on the sporting field, being an enthusiastic cricketer and football player. The news of his untimely death will be received with keen regret by his large number of friends and acquaintances in this city. He was 23 years of age. Rev. Mr. Macleod, his father, is now a resident of London, England.

B. R. Simpson, B. A., of the staff of the North Ward school, who is leaving to assume the duties of principal of the Wellington schools, was on Friday presented by his colleagues with a beautiful set of Seaton-Thompson's works, as a slight token of respect. Principal Tait, in a short speech, alluded to the excellent work done by Mr. Simpson and to the general respect felt by the teachers and all interested in his departure. Supt. Eaton also complimented Mr. Simpson upon his past work, and upon his new appointment. The happy proceedings had provided a tempting lunch, which all enjoyed. The happy proceedings closed by singing "Auld Lang Syne." Mr. Simpson in the afternoon received a beautiful sealskin pocket-book suitably inscribed, and a nicely bound copy of Scott's poems.

(From Monday's Daily.)

Steamer Otter returned yesterday from Alberni, where she had taken Mr. Mohler, the president of the O. K. & N. railway, and his party.

The local Council of Women will hold a meeting in the city hall this afternoon commencing at 2:30 o'clock, and all members are requested to attend.

Now that there is sufficient material on hand work at the foundry retaining wall is proceeding apace. The first course has been completed and the second started. There are two scow loads of granite and rubble available, and a couple more are expected to-morrow of the next day.

A report from Chemainus yesterday afternoon states the Indians report the Leuca Pike and nine miles west of that point. They are getting the timber and other things out of her. She broke away from the rocks and went on the beach.

R. E. Stephens launched six new yachts on Friday and they were towed to Esquimalt, where they are receiving lead keels. The owners are: S. E. Barrard, Capt. Boydell, Messrs. Langley and Drake, McIntosh and Brown, and Leuts. French and Blandy.

The funeral of the late Eliza Jane, wife of H. J. Brady of this city, will take place to-morrow morning at 10:45 a.m. from the family residence, 176 Yates street. Appropriate services will be conducted at the Roman Catholic cathedral at 11 o'clock by Rev. Father Aitoff.

A large consignment of machinery arrived from the East via the C. P. R. and Ladysmith ferry, consisted in the Victoria Machinery Depot, yesterday. It included a lathe which will be added to the already large amount of machinery in operation at that company's headquarters.

Mrs. Eliza Jane Brady, wife of H. J. Brady, died on Saturday night, aged 32 years. She was the eldest daughter of the late John Smith and was born in this city. She leaves besides her husband, four children, the eldest of whom is seven years of age. The funeral will take place to-morrow morning at 10:45 o'clock, and 11 o'clock at Christ Church Cathedral.

One of last week's trains on the White Pass & Yukon route, when about four miles north of White Pass Summit, ran down two men who were hauling their sleds over the road. The track was clear of snow, but the snow plow had cleared a trench for the train, and on either side of it there was a snow embankment of about three feet high. One of the men managed to get over the snow embankment in time to miss the train, but the other evidently became confused and failed to make his escape from the embankment trackway before the train caught and killed him. Both the body and the man who effected his escape, were taken aboard the train. The name of the deceased is Hauser, a resident of Chelan, Wash. The name of the survivor of the catastrophe is Weber. Both are Germans. The accident occurred on "the meadows."

The remains of the late Mrs. Elizabeth N. Fraser arrived in the city for interment by the steamer Umattila from San Francisco last evening, accompanied by her widow, Miss McDonald, and her son and daughter of deceased. The funeral will take place from the residence, 45 Menzies street, on Wednesday afternoon next, and from St. Andrew's Presbyterian church at 3 o'clock. Rev. W. Leslie Clay will conduct the religious services.

The local government has appointed the two members of the licensing board who will act in that capacity as members of that body with His Worship the Mayor. The two new members are Aid. P. W. Vincent and Aid. A. G. McCandless. Formerly only one alderman was appointed, but a new departure was evidently made on this occasion. Both the gentlemen mentioned are regarded as excellent men, and should give satisfaction as commissioners. The new board met at its first meeting on Wednesday afternoon.

A very interesting event took place at the residence of Mr. George Winter, Fairfield road on Thursday evening last, when Rev. Elliott S. Rowe united in matrimony George Winter, the pioneer back proprietor of this city and Janet Graham McKee, also of this city. Miss Dora West was bridesmaid, while Mr. J. West presided at the groom. The ceremony concluded, the wedding party, which consisted of only the immediate relatives of the pair, sat down to a family supper to which full justice was done. Mr. and Mrs. Winter were the recipients of many useful and handsome presents, which testified to their popularity.

The Metropolitan Methodist church was crowded last evening when Rev. Elliott S. Rowe dealt with the recent action of the police commissioners. The speaker in his address reviewed the circumstances attending the passing of the resolution, and the fact that the executive had disclaimed responsibility for the commissioners' act, while the latter have since resigned. He made a stirring appeal to his audience, pointing out how judicious agitation was bringing its own fruit. He also emphasized the fact that great numbers in the past had come down here in inferior races because they had allowed their vitality to be sapped by institutions which degraded the manhood of their citizens, and in an eloquent way appealed to his hearers to resist such a course, such dire results in this young country.

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SUPPOSED MURDER BY INDIAN UP THE COAST

Ran Amuck and is Believed to Have Shot a Man—Another Wounded.

Vancouver, March 10.—News of the remarkable running amuck of an Indian, with the death of at least one man and the severe wounding of two others, was received this morning by the steamer Cassiar from up the coast. The man was Johnnie Lakum, who served six years in the penitentiary for manslaughter. He was sent down from Hussey's and John Card's camp to Red Island on Friday to bring back some boom chains. He somewhere obtained a Winchester rifle and ammunition. On the way back he took a shot at a rancher named Gallagher, and how badly he wounded him is not yet known. He arrived back at Hussey's, it appears, saw him beating his wife with a club. Hussey ran up and the Indian shot him, and is supposed to have killed him instantly. Card saw what happened and rushed down to canoe and started away. The Indian fired after him and the bullet went through the side of the canoe, and passed through Card's groin. Card paddled away and travelled fourteen miles to Hussey's camp arriving in a terribly exhausted condition. From there he was brought to the hospital here, and will probably recover. A posse of men started out, after him, and his supposed to have unlimited ammunition. He is desperate, and the men who know him up the coast hardly think he will be captured alive. Mill owners are arranging a petition to the Dominion government asking that American companies cannot build local operators in the purchase of timber limits for the purposes of speculation.

STRIKE AT BOSTON.

Ten Thousand Men Will Probably Be Idle Before Night.

Boston, March 10.—The strike of the freight handlers of this city, which, according to reports passed by the labor unions yesterday, threatens to involve 10,000, was begun early today. The Team Drivers' Union, embracing about 3,000 men, held off. Other unions followed, and the strikers claim that by to-night fully 10,000 will be out. The strike grows out of the trouble that the transportation companies had with its contractors several weeks ago, but was precipitated by the refusal on Saturday of members of the Freight Handlers' Union to take care of merchandise carted by non-union teamsters employed by the Erie Co. A large force of police are on duty to prevent disturbances.

BRIDGE BUILDER'S DEATH.

Vancouver, (March 8)—R. James, a C. P. R. bridge builder, fell off a boom of logs in five feet of water at Pitt river this afternoon. He was unconscious when he fell, and the cause of the accident came along at that moment, and the man was put aboard the express car. Dr. Fagan was on the train bound for the interior, and he worked over the man until he could be found, but resuscitation was impossible. The body was left at Mission.

On a clear night a red light can be seen at a great distance than a white light, but on a dark night the reverse is the case.

A Special Offer

The Times for Ten Months for 75 Cents.

In order to still further extend the wide circulation of the twice-a-week Times, the publishers have decided to reduce the subscription price for new cash subscribers from now until the close of the year, nearly 10 months, to 75 cents.

This reduction in price of forty per cent. for the purpose not only of extending the paper's circulation, but of giving those residing outside the capital an opportunity of following the proceedings of the legislature, a full report of which will appear in each edition.

In addition to the full reports of the debates, the Times will continue to give the current political gossip at the seat of government, which is frequently more interesting and important than the actual proceedings in the House. Most of the noteworthy political developments of the past few years have been foreshadowed in the Times before they were forecast by any other paper.

A series of political cartoons by the Times's own artist will further increase the attractiveness of the paper.

The half-tone illustrations of public men of the province, with sketches of their careers, snapshots, views, etc., will be maintained. The special telegraphic service from Ottawa from the Times staff representative there will be continued.

This service is unsurpassed by that of any other paper in Canada.

The full foreign telegraphic news, as well as that of the Dominion, will appear regularly.

The market reports will be improved and will be given particular prominence.

Other features are contemplated which will further increase the attractiveness of the paper, to the editing of which special attention will be devoted.

This offer is good for a limited period only. Those who wish to subscribe should do so at once. Remittances by mail should be by P. O. Order or Registered letter to THE TIMES PRINTING AND PUBLISHING COMPANY, VICTORIA, B. C.

THEY HAVE DEMANDED AN INVESTIGATION

Police Commissioners Have Placed Resignations in Hands of the Government—Give Their Side.

Ald. Thos. I. Worthington and W. H. Price, the two members of the board of police commissioners who passed the resolution authorizing wide-open gambling in the city, have placed their resignations in the hands of the provincial government, requesting an investigation into their action.

Such action, they allege, has been misconstrued, and used as ground on which to base a political attack. They point out that together with the resolution which caused such a stir, there was another to the following effect: "That the police continue strict action in ridding the city of vagrants and persons with no visible means of existence, and that the attention of the board be drawn to a house on the corner of Store and Chatham streets, used by prostitutes."

Mr. Price denies that the commissioners desire to run a wide-open town, and asks whether the passing of the foregoing resolution and the fact that gambling was stopped directly by their appointment, indicated that they were men who favored the wide-open policy.

It is recognized by all those interested in the city's welfare that the scattering broadcast the knowledge that gambling can be carried on publicly in this city under the protection of the police is bound to bring here an undesirable class whom the commissioners themselves claim they want to keep out. One of their resolutions clashes against the other. To crown all, it is pointed out that the ones thrown on the shoulders of the chief, who will be asked to explain why the law is not better preserved, and little allowance will be made for the fact that his instructions require him to wink at wide-open gambling. The public appears to be just as anxious for now that an investigation as the commissioners.

IMITATIONS ABOUND, but insist upon getting the genuine D. & L. Metal Plaster. "The D. & L." has stood the test of years. Its imitations are innumerable. "The D. & L." is made by the well known Davis & Lawrence Co., Ltd.

William Davis, of Hamilton, who was visiting his brother-in-law, Stephen F. Murray, of St. Catharines, was instantly killed yesterday by the accidental discharge of a gun he was using to kill rats.

The temperature of Norway varies little, and statistics show that the average duration of life there is greater than in any other part of the world.

A victorious nation is liable to do many things to taunt and humiliate the vanquished. The Roumanian crown is made of metal from the cannon captured from the Turks at Plevna in 1877.

For every fine writing there is no instrument equal to a crowquill. It requires the assistance of a microscope to make a proper pen out of such a quill, but when made it is of wonderful delicacy. The microscopic writing told of in books of literary curiosities has all done with a crowquill.



CLIPPING HIM CLOSE. H-C-K-S-B-C-H (SHEARER) TO DR-D-R-O-K—"I'VE GOT A GOOD DEAL OFF HIM ALREADY, BUT I'LL HAVE TO GO OVER HIM AGAIN."—Punch.

AN ENGINEER'S OPINION.

To the Editor:—The British Pacific railway route as defined by way of Queen's Head is not to be found upon record in any office of the Dominion government. It is about one hundred miles shorter than the Dominion government surveyed line, and is as much as seventy miles south of that route in certain places. The only maps published of the British Pacific route are those of Bell's exploration for the Northwest Colonization Survey, and they belong to and are upon official record only in the government offices, Victoria, B. C. There should be no obligation imposed upon a contractor to come down Bute Inlet. It is as near as may be certain that a much better route can be got for less money and with the same objective point in view.

The Yellowhead Pass section as at present located is impracticable. A part of it is upon the face of Rock slide. It would be as easy to take the keystone out of an arch and expect it to stand as to take a railroad cutting out of one of those rock slides. No contractor should be obliged to build this route if they can find a better, and they can probably do so.

The Bute Inlet profile was on exhibition in the government offices in Ottawa before being burned in 1878. The writer and other engineers saw and handled it many times and afterwards examined the ground. There were in that office in those days some men who had seen construction work as difficult as any upon the Canadian Pacific railway, and the majority of these men considered that Bute Inlet work as impracticable on account of cost.

I am much impressed with the conviction that any government making a contract for a through route in British Columbia should fix not only the terminus but the general geographical position, as otherwise the route may turn out to be like that of the Canadian Pacific mountain section—none of the best. I do not think that there should be one yard of this route built but Bute Inlet without the most exhaustive examination of other places. I have the best reasons for supposing that these efforts could be made to meet with success if properly directed.

I hear that the government is willing to allow the contractors to choose their own route, and this may be correct. It is, however, a debatable point, and there is precedent against its allowance. Contractors placed in this position remind me of a general who lost a campaign through having a defective map. They do not know that which would be advantageous for themselves or the country either, and they are reported to be following a route which was originally projected as a provincial line, and afterwards expanded during a period of inflation into a transcontinental railway—a thing which should not have taken place on account of the serious effect to follow. The suppressed map of Mr. Marcus Smith (chief assistant engineer of the Dominion government) about 1878, is that line which traverses the lowest passes and through the best territory on the continent. This fact is confirmed by the testimony of many old Hudson's Bay officers, Dominion government scientists, scientific travelers, engineers, various diaries and records, largely set forth in the report of the Senate committee of the Dominion government in 1888, appointed to inquire into the resources of the territory immediately east of British Columbia, as far north as the Mackenzie Basin and as far south as the Boundary line between Canada and the United States.

This committee defined the fertile territory east of British Columbia; it has for its base from 112 to 97 degrees longitude and from the forty-ninth to the sixtieth parallel of latitude, or in round numbers a territory of about 200,000 square miles, or about 166,400,000 acres. Now the geographical centre of distribution of this great area coincides with the long rapids upon the Athabasca river, and it establishes the proper route to approach this point for colonization and trade purposes in British Columbia, as the Peace and Pine river valleys. All the southern portion of British Columbia is approachable by the same route. The proper trade, colonization and future development route is as follows: Battleford, Lac la Biche, the Lesser Slave lake, the Peace and the Pine rivers to Fort McLeod, thence to the most northerly bend of the Fraser river, and thence to some point westward upon the coast, thence also by way of Queen's Head to some point southward, say Victoria, with a branch from Queen's Head into Barkerville. The natural source therefore of trade and colonization for the largest fertile area of the Northwest Territories and also for British Columbia is at the interruption to navigation upon the Athabasca river, a point which is a continental centre of great natural resources, and whose steaming navigation properly originates to radiate in different directions. If British Columbia desires the greatest interchange of local traffic, and to colonize the best lands of the province the conclusion is easy that the key to the future trade of the Northwest Territories defines also the proper path of colonization for British Columbia, and it is not wise for man to try and direct or to ignore the trade routes that are indicated as the best by nature. Furthermore, a road that is to return two per cent. of its receipts should be put in such a country as to make it pay if possible. Therefore any main project to come into British Columbia from the Northwest Territories should pass as close to this point as possible, so as to be capable of connection by the shortest possible branch to a main line passing through the best country for settlement.

It is easily conceivable that the contractors for a transcontinental line might not understand this subject properly. They may not be better posted than the C. P. R. Company was during the days of construction, and they made errors of judgment against their own interests as regards routes, for which there is no precedent either in North or South America.

In the latter country the government of Chili, for instance, would not think of allowing a contractor to define his own route while getting government aid. It is defined by the government for the purposes of getting proper value for the assistance given, and the line is located generally by the engineers of the government before being given over to contractors for construction. Such an engineer who is the chief of a commission must give written reasons for the justification of his location by a certain route. He is expected to deal not only with engineering features, but further with commercial prospects, colonization and every future effect upon the development of the surrounding country. I submit that this question of route is too important a consideration to be left to persons who are generally not much interested in any scheme further than choosing that one which is likely to yield to them the greatest percentage of profit, while constructing. The choice of routes if improperly used leads not only to irreparable continual loss to the country suffering, but also for the company obliged to work the line, and it is not enough to say that if they put it in the wrong place it will be the worse for them, because that does not make it better for the country. The route as reported to be chosen is not the best, either in or out of British Columbia. The line along the route is not agricultural, but mineral. It would be difficult to find in all British Columbia a section of country more uninviting for settlement purposes. Now the objection has been raised that the Peace and Pine

river routes are longer. This is true, but it is not a disadvantage. It is a recommendation, because it represents so much more country good to colonize upon one route than upon the other. Neither does it follow that the running time should be exceeded by the longer route, because it passes through a lower summit and may be run much faster than the other for the same power expended. Neither would it cost more, but less, as it does away with heavy grading and bridging work. I made the estimates for all those bridges many years ago. I hold that the Yellowhead Pass route is a decided mistake, both for the country and the contractors themselves, and the probability is that it would be much easier to change the country with reference to its physical features rather than refer them to estimable people who, however well disposed, have evidently not had the time or opportunity required to investigate and cannot be expected to give to the subject that degree of consideration that its importance to the province properly demands. There are many persons who do not understand the climatological relation of altitude to latitude. The Peace river at Fort Duvonagan has an altitude of 1,300 above sea level. The Yellowhead Pass has an elevation of 3,600 feet, or 2,300 feet higher. The rule according to meteorology is to allow 300 feet of vertical height for one degree of latitude, 2,300 divided by 300, is 7.7 degrees. The latitude of Fort Duvonagan is about 53 degrees, and 56 diminished by 7.7 is 45.3 degrees. That is to say that the climate of Fort Duvonagan is equal to that of a place of 2,600 feet altitude 50 miles south of the boundary line between British Columbia and the United States. That the rule is correct the evidence taken before the committee above referred to goes to prove.

H. P. BELL.

The tracklaying gang on the Republic & Grand Forks railway have reached Pelham Flat, a point 16 miles from Republic.

CURE THE NERVES and you will control almost every disease that death is per to. The foundation of health is a perfect stomach, and 86 diminished by 7.7 is 45.3 degrees. That is to say that the climate of Fort Duvonagan is equal to that of a place of 2,600 feet altitude 50 miles south of the boundary line between British Columbia and the United States. That the rule is correct the evidence taken before the committee above referred to goes to prove.

Every time a bank in China fails they cut off the bank officers' heads, a proceeding which seems to have a good effect, as no bank has failed there for over 500 years.

PHILLIPS—At Nelson, on March 3rd, the wife of Frank Phillips, of a daughter.

MARRIED. POSTER-MELESSE—At Queenal, on Feb. 22nd, by Rev. P. F. Yolland, Capt. Foster and Miss Jean McLeslie.

ARMSTRONG-McCAIGHERTY—At Kamloops, on March 1st, by Rev. W. McLeod, Charles Armstrong and Miss Alice McCaigherty.

NOBLEMAN—At Vancouver, on March 3rd, by Rev. Dr. R. Grant, William H. Norman and Miss Edith May Collins.

MUNDAY-ANTHONY—At Sapperton, on March 25th, by Rev. J. Harwick, Mr. James Anthony Munday and Miss Maude Anthony.

HILLIER-WAMPLER—At Nelson, on March 25th, by Rev. G. G. Iritham, Charles Hillier and Miss Harriet Collins.

SYKES-GENELLE—At Roseland, on March 3rd, by Rev. C. W. Hedley, Alfred D. Sykes and Miss Cecile Genelle.

DIED. FRASER—At San Diego, California, on the 27th of February, the late William G. Fraser, a native of Nova Scotia, aged 34 years.

MARTLAND—At Vancouver, on March 7th, Miss Maria Euphrosine Martland, aged 67 years.

MAN'S HAND COAST UP ON BEACH OF JOHNSTON

Boat's Hook Taken to Victoria, Which Returned Coast on Sunday.

A man's hand badly discolored in a condition almost unknown to one of the West Coast, which the stormy seas of weeks ago cast up on the beach of Johnston Island, at the entrance of the strait. The Indians found it washed up by itself, their dog attached to indicate that it became detached from the boat. But along the surrounding coast a lot of wreckage had been seen and it has been stated that the mark of the navy on it, as belonging to the lost cruise, peculiar find, and one which identified as belonging to an ship, was a square block of hard wood about three feet long and with considerable work on it. Among the wreckage was a boat hook, the hook taken to Victoria on the steamer City, which arrived from the coast on Sunday afternoon. The hook was a long piece of wood, about 12 to 14 feet long, and double pronged, but has no identification.

The Queen City brought a report from Seattle, near the Dutch Harbor in a small boat, and has been driven on the stormy Pacific ever since its arrival. The boat was taken to Victoria on the steamer City, which arrived from the coast on Sunday afternoon. The hook was a long piece of wood, about 12 to 14 feet long, and double pronged, but has no identification.

DAMAGED CRAFT. Fresh wreckage has been seen on the West Coast, which the stormy seas of weeks ago cast up on the beach of Johnston Island, at the entrance of the strait. The Indians found it washed up by itself, their dog attached to indicate that it became detached from the boat. But along the surrounding coast a lot of wreckage had been seen and it has been stated that the mark of the navy on it, as belonging to the lost cruise, peculiar find, and one which identified as belonging to an ship, was a square block of hard wood about three feet long and with considerable work on it. Among the wreckage was a boat hook, the hook taken to Victoria on the steamer City, which arrived from the coast on Sunday afternoon. The hook was a long piece of wood, about 12 to 14 feet long, and double pronged, but has no identification.

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The wrecked schooner had its mainmast broken and the rigging was in a state of confusion. The schooner was seen high up on the beach, and with remarkable safety on a point where she had been wrecked. The Queen City passed one of the schooner's mainmasts reported on the coast, and the schooner was seen off the coast of Johnston Island. The crew of the schooner thought that she would be a very short time.

News comes from Alberni that the schooner Queen arrived from Seattle on Tuesday evening, and that the schooner was seen off the coast of Johnston Island. The crew of the schooner thought that she would be a very short time.

NEW TUGBOAT COMPANY. A new tugboat company is to be formed with Seattle as headquarters. The stockholders of the Shipyard Company, Capt. John B. ...

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