and the Centre Star, under the forme

right of a prior location to follow the

vein, claims that they are working in ore. The Iron Mask deny this and say

that the Centre Star people are working through country rock. There is thirteen

feet of debris at the bottom of the shaft.

Mr. Justice Walkem said that he could

fore, was adjourned and the court gave the Centre Star permission to clean out the shaft. Mr. Bodwell and Mr. Mac-

AN INTERESTING SESSION.

Song Birds the Friend of the Orchardist-

Early Navigation of Northern

Waters.

meeting of the Natural History Society

Captain Walbran read another of his

The paper was most interesting, more especially as it covered that portion of

Tell Their Story of Misfortune.

on January 23, arrived here yesterday

on the steamer Alki, which rescued them

from the lonely island.
F. W. Pollock, who was a passenger or

the Corona, describing the wreck, said: "The accident occurred at 8:30 on Sunday morning. The morning gong had

sounded to wake the passengers for breakfast and about ten of them had al-

ready arisen. Captain C. H. Pierce and Pilot H. F. Kauffman were on the

of lesser shocks. Instantly it was real-

ized that the ship had struck a rock, and

a scene of great confusion followed. The

wheel was reversed, but the ship set-tled on the rock. The sea was calm and Captain Pierce ordered the boats

and Captain Fierce ordered the loats lowered. The women were taken ashore first, and by 10 o'clock the passengers were all landed. The stock and some

"About 10 o'clock on Thursday the Alki met the steamer Oregon, from Port-land, bound for Dyea and Skagway. The

two steamers were lashed together, and all but 25 of the Corona's passengers

It is believed that the injuries to the

Pilot H. A. Kauffman, who was on duty at the time of the accident, tells the following story: "The direction of the

chart says to steer straight from Gibson island to the northwest side of Kennedy

island. In this water there are no sound ings marked on the chart less than 7 fathoms deep, and 7 fathoms only is found at the end of the island close to

shore. Soundings taken all around the island ranged from 5 to 10 fathoms, with the exception of where the ship struck,

which is only 2½ fathoms.
"It is six and a half miles from Gib-

son island to the northwest side. I kept. the ship due northwest for 17 minutes

criticism from the victims of the wreck.

Leather coats with sheep

skin lining, made specially

No adulteration. Never cakes.

for the Yuknon country. B.

and the Alaska boundary.

Neill for the Iron Mask.

HOME STEAMERS ONLY.

Permission Refused for Any Foreign Craft to Wreck the Sunken " Corona."

The Hoodoo Final "A"-Insurance Rates to Be Advanced in the Near Future.

As in the case of the unlucky Cleveland, the owners of American tugboats in contiguous waters have been prompt to apply to Collector Milne for permisto apply to Collector Milne for permission to wreck the Corona. The collector has emphatically and immediately refused this permission, and if the Pacific Coast steamer is saved from total destruction where she lies, at the mouth of where the clies, at the mouth of the Steamer is small enough to come where the debt is small enough to come the come where the debt is small enough to come the come where the debt is small enough to come the come where the debt is small enough to come the come that the come where the debt is small enough to come the come that the c the Skeena, it will be through the efforts of a Canadian ship, probably the C.P.N. of a Canadian ship, probably the C.P.N. Too.'s Danube, which is now preparing a for departure and has on board wrecking appliances suitable to the work involved. At the last reports a the wreck was in practically the same position as on the morning after the disaster, and there does not appear to be any reason why saving operations should not prove successful. But on the other hand the same fhing was said of the San hand, the same thing was said of the San Pedro—yet she defied both time, tides and the wreckers. There appears to be a curious fatality in the final "a" when a curious fatality in the final "a" when a it appears in the names of steamboats, the hoodoo terminal letter have achieved distinction among shipping men in all parts of America, and underwriters always fighting shy of vessels whose names end in "a". This has become especially notable since the loss with all on board of the steamer City of Philadelphia, about one year ago. She left New York for San Francisco, and went down with all hands off the Falkland islands. The most serious wrecks of islands. The most serious wrecks of 1896-7 were of vessels carrying the hoo-doo terminal letter. One day the telegraph announced that the British ship Androsa, from San Francisco for ship Androsa, from San Francisco for Liverpool, had been lost with a very valuable cargo. The next morning word was received that the Orealla, bound from this city to Liverpool, had been swept by heavy seas and badly damaged, her mate and one sailor being drowned. The wires told, too, on the same day, of the loss of the British ship Villanta and the drowning of her master, near Freemantle, while less than a week later, up above Nanaimo, the steamer Willana above Nanaimo, the steamer Willapa was wrecked on the rocks, and the Dora found herself on a dangerous beach. During the last two or three years the most serious wrecks on the Atlantic and Pacific coasts have all been of vessels whose names ended with the hoodoo "a." Besides the wreck of she City of Phila delphia, the Colima disaster was the most horrifying of all. Then came the loss of the steamer Columbia, and a few weeks later the grounding of the Umatilla, which narrowly escaped destruction. Sunday, the 23rd ultimo, saw the fatality of the final "a" once more illustrated—the Corona and the Alaska going down off the mouth of the Skeena and the Coquitlam escaping. It's just because she has a final "a" that one wellknow coasting captain has twice de-clined command of the City of Topeka— in all other 'matters he is hard headed and practical. In this one thing he admits his superstition readily, and is pre-pared at any time that the Topeka so much as loses a rope, to say "I told you so." The manifold increase in business on the Northern route, together with the scarcity of pilots familiar with the poorly-charted and intricate waters to be traversed, leads many ma-rine experts to anticipate numerous mishaps to shipping in the north during the present season. Insurance people here have recently been notified to await advices before accepting any new north-ern risks, the general supposition being that this is prefatory to an advance in

been taken out since the department was opened. The great majority of the applicants are United States pilgrims, many of them so far from the Eastern and Middle States, but a considerable additional proportion coming from California. To day there will be a large fornia. To-day there will be a large contingent over from Seattle and Tacoma to take passage on the Islander. The residents and sojourners in the Sound cities are beginning to appreciate the advantages of securing licenses to mine before they get to Dawson, and the point cannot be too forcibly presented or too often repeated that after the four chief cities of British Columbia are left be-hind no opportunity to obtain a license is afforded until the Klondike capital is,

IMPRISONMENT FOR DEBT.

Though Abolished by Statute in British Columbia It Is Yet Carried On.

To THE EDITOR:—An occurrence of Saturday afternoon reported in the Sunday Colonist once more draws attention to the laws upon the statute books of this province which under the guise of "contempt of court" permit imprisonment for debt. In what we are now pleased to call the "dark ages" a creditor might issue an execution against "the body" of his debtor and confine that unfortunate to prison for the remainder of his days or until the debt was satisfied. Our more modern and "civilized" ideas shrink from such outrageous and inhuman means of enforcing payment of debts, and hence we have it enacted that "imprisonment for debt shall cease." See section eight (8) of the Execution Act, chapter 42 Consolidated Statutes of British Columbia, and also section nine (9) reading as follows:

8. No person shall be arrested or imo. No person shall be arrested or im-prisoned on any judgment whatsoever recovered against him as a debtor at the suit of any person, save as hereinafter provided.

9. Process of contempt for non-payment of any sum of money, or for non-payment of any costs payable by any decree or order is abolished.

One would think that if words mean

anything at all these two sections quoted would mean what they say and that no man could be thrown into prison beanything at all these two sections quoted would mean what they say and that no man could be thrown into prison because he did not pay his debts; but by a subte invertion of law imprisonment for debt is actually allowed, and how? The court orders a payment to be made.

DYSPEPSIA INDIGESTION.

HEART-BURN and all Stomach Troubles quickly relieved and cured by FLORAPLEXION. Sample bottle free by mail or druggists. Every drop is worth the court orders a payment to be made. Franklin Hart, Dept. Z. New York

It is not made. This is CONTEMPT OF COURT, and for such contempt the court throws the debtor into prison! Is this

any the less imprisonment for debt?

I am not pleading the cause of a man who, by fraud, obtains goods for which he has not at the time the means to pay, and who, when he is so accommodated and who, when he is so accommodated, does not intend to pay. The criminal code is wide enough to cover every such case, and where the charge be proved in a properly constituted court, that court has the power to punish the offender.

But what really happens is this. A

creditor obtains a judgment in a County court or in a Small Debts court. He issues a judgment summons for the examination of the debtor, and upon that examination an order is made by the County court judge or the magis-trate to pay the debt by instalments or n default to be imprisoned for contempt within the jurisdiction of these courts. The man who is fortunate enough to be

The man who is fortunate enough to be a debtor for a large sum which can only be sued for in the Supreme court, cannot be similarly dealt with—the ignominy and shame of imprisonment is reserved for the poor and the unfortunate.

The legislature is now about to meet. What member dare introduce legislation enabling a Supreme court judge in a Supreme court action to send the debtor to jail for non-payment of money? Yet to jail for non-payment of money? Yet if it be right for a magistrate to have this power why should it not be likewise given to judges of the highest courts in our land? The practice is either right or wrong. If right, let us know it and apply it to all debtors. If wrong, let us do right and abolish it.

Victoria, B.C., January 31, 1898.

We hear that the "Family Herald and Weekly Star," of Montreal, will publish during the next few months special articles of extraordinary interest about farming in the North-West. The information which is at the service of the "Family Herald" is said to be of enormous value. The "Family Herald" readments to be a said to be of enormous value. ers are sure to get the latest and the best information about the gold fields, the gold fever, and how to profit most by them. It is no wonder the "Family Herald and Weekly Star" holds its own subscribers and is getting myriads of new subscribers every week.

THE "ICARUS" " RELIEF. Rumor That She is to Be Replaced by the " Arethusa

It is unofficially announced in naval ircles that H.M.S. Arethusa, a second carus on this station. She is quite an mprovement upon the little Icarus, beng 4,300 tons as against 970 for the cloop. She is just such a vessel as the Leander, Phaeton and Amphion, already tationed on this coast, being 5000 I.H.P. V.D. Of the two big battleships also report ed to be coming to Esquimalt, it is stated that the Iron Duke will likely remain in that the Iron Duke will likely remain in Southern waters, making Coquimbo her headquarters. The Egeria will, it is said, make a complete survey of the west coast of South America before coming North, and the British fleet will for the present be further represented in those waters by the Leander and Pheasant, which left Esquimalt lately, the ant, which left Esquimalt lately, the former sailing on Saturday. The Imperieuse, it is said, will also follow South, leaving to-morrow, while the Icarus and torpedo destroyers will re-

A BIG COAL FIGHT.

& N. Railway Question the Right of th New Vancouver Coal Company to Mine Under the Sea.

What gives promise of being one of th nost important law suits ever fought in this province is looming up between the E. & N. Railway Co. on the one hand that this is prefatory to an advance in rates.

The issuing of miners' licenses has already become a very important item in Collector Milne's programme of official duty, something like fifty a day having like. The E. & N. company claim that the new Vancouver Coal Co. to mine the coal lying under the sea between Protection island and Newcastle townships like fifty a day having like. The E. & N. company claim that under the grant to them, by the agree. under the grant to them, by the agree-ment between the Dominion and the province, the railway company have the right to the coal under the sea oppo-site the foreshore of their grant. The grant on Protection island to the New Vancouver Coal Co. does not, it is New Vancouver Coal Co. does not, it is contended, carry the same right. The New Vancouver Coal Co. have been mining under the sea from Protection island, and an application has been made by Messrs. Davie, Pooley & Luxton, acting for the E. & N. Co., for an order to inspect the workings of the New Vancouver Coal Co. mines in the neighborhood of the contested territory. The New Vancouver Coal Co. have retained Messrs. Drake, Jackson & Helmcken, and the whole question of the interpreand the whole question of the interpre-tation of the grant will be threshed out The application was to have come or yesterday, but was adjourned till to-day, when it will likely be argued.

STEAMER MEN STRIKE.

They Wish Some of the Klondike Prosperit to Come in Their Way at Home.

The increased demand for labor of al kinds consequent on the Northern busi-ness inspired the crew of the steamer Charmer to go on strike yesterday Tees and Wilhapa struck for an advance, and as those boats were then on the eve of departing for the North the demand of the strikers for an extra \$5 monthly for firemen and \$10 for deck hands was acceded to. This action also helped to bring about the movement on the Charmer, and the firemen and deck hands on that boat to the number of about twenty accordingly quit work yesterday, having first put the steamer in readiness to go out. They hung about the wharves all day long, and up to the time of the sail-ing of the vessel for Vancouver, but were not called in, other men being found ready to take the permanent em-ployment. The men who left acted very quietly, but are firm in their resolution to secure the advance, and it is hinted that other strikes may also ensue along the waterfront.

Seattle Customs Officer Who Sho by Example Where to Ontfit.

When It Comes to Self-Interest He Wisely Decides to Buy in Victoria.

No better evidence of the daily increasnot decide the question until the shaft was cleaned out. The argument, thereng popularity of Victoria as an outfiting point could be offered than the statements made by the leading merchants to a Colonist representative yesterday, that they had nearly all increased their staffs.

In several instances it has been found necessary to have both night and day shifts in order to deal with the orders which are fairly pouring in from all quarters. The recent rush of Americans to this city for the purpose of outfitting last evening, when among the matters is responsible to a great extent for the large increase in the Northern trade, as communication from an investigator of only a few parties from Eastern Canada

have arrived during the past fortnight. the Stone Age, who wanted, from per-According to letters received recently sonal observation, information respectby outfitters here, the tide of travel from the east will set in about the middle of next month, and then indeed will Victoria, see her best days. A Colonist reporter interviewed a number of the leading local outfitters yesterday and learned some intetesting particulars reported on the discussion which learned some intetesting particulars reported on the discussion which took place at the recent meeting of the straightful for the trade.

garding the trade.

J. H. Todd & Son state that during the past week they have outfitted a number of large American parties, and the past week they have outfitted a number of large American parties, and ness. The opinion of Mr. Dosch, that if the rush of orders continues, state commissioner in horticulture Oregon, he stated was favorable to the their already large staff of clerks and packers will have to be materially in- introduction of many varieties, and the experience of Oregon, where several thousands of dollars had been expended

Turner Beeton & Co. report an in-Turner Beeton & Co. report an inthousands of dollars had been expended
creased demand for nearly all lines used
in the Klondike trade. Their
demand in fact from the
trade, has almost doubled durbe revived. ing the past month. Up to the present time they have not found it necessary to increase their staff, but will probably do so later on if business inexploration and survey during 1793,

Thomas Earle & Co. have been compelled owing to the great increase in the coast including the mouth of the business to add several men to their Skeena and Stikine and the Portland staff during the past fortnight. Their canal, for some time prominently before coffee and spice mills are now running the public in connection with the Yukon night and day to keep pace with the in-creased demand, due chiefly to the big Northern trade. They are at present outfitting several Californian parties, class twin-screw cruiser, is shortly to be outfitting several Californian parties, commissioned in England to relieve the and also Moodee's party for Christiana, Twenty-Five of Them Reach Seattle and

Norway. Mr. W. G. Cameron, the Johnson ceived word that several large parties are now on their way to Victoria to purchase their outfits. He will find it ecessary, shortly, to increase his staff

if the rush of orders keeps up. Simon Leiser & Co. now have a day and a night staff working, and still find it difficult to keep up with the orders they are receiving. Yesterday they com-pleted outfitting the following parties who leave to-night on the Islander: A. bridge. It was Kauffman's first trip as pilot. There was daylight enough to see shore on all sides. Suddenly, while the ship was going at full speed, without a warning, a horrible shock occurred, followed by a grinding and a succession of lesser shocks. Instantly it was real-W. Thurston and George Mosterton, J. A. Gibson, R. L. Beattie and party, Tennessee; A. Theodora and party, Tom. Charley and T. Solomon, of San Francisco; Dr. E. Schoff, of Helena; W. G. Horrorth and party of Kostenay.

G. Hepworth and party, of Kootenay.

Messrs. Rithet & Co., Wilson Bros.,
W. & J. Wilson, J. Piercy & Co., and the other leading outfitting concerns of the city, all report a splendid business, and many of them will be compelled

and many of them will be compelled shortly to obtain more help. The stocks carried here now by merchants are the most complete and largest on record.

A splendid object lesson for prospective miners is furnished in the fact that Mr. S. A. Wiltsee, of the customs department, Seattle, has been in the city leaves and days myschasing out fits for some several days purchasing outfits for some miners he is grubstaking. Messrs. R. P.

"We are saving at least 15 to 20 per cent. outside of the duty by purchasing our outfits here, and we have nothing but words of praise for the thoroughly businesslike way in which your merchants attended to our wants here."

The above statement was made last

The above statement was made last evening by one of a party of American nugget seekers who are now guests at the Dominion hotel. The party is composed of W. H. Bailey, A. McConnell and George McVey of San Francisco; Ben. Hill of Philadelphia, and A. C. Trainor of this city. The party will leave for the Northern gold fields on the Islander to-night, and Mr. Trainor is going with them as a guide. He was on going with them as a guide. He was on the Teslin lake survey party last summer. The party are taking in two years' provisions and a most complete outfit in every respect. Before purchasing here they visited several Sound cities and carefully looked into prices. They have written their friends in California adicities them to examine the series of the series vising them to come here to outfit.

THE Victoria customs returns for the month of January show a large increase in imports over last year's. The imports aggregate \$222,965 for the month as compared \$160,727 for the corresponding month last year. The exports for Janu-ary, 1898, were \$31,043, and for the same

ing a large gilt-edge fool of himself and of Lloyd's Weekly, in an article on the Klondike, prefacing his remarks with the information that he went into the country with Joaquin Miller and others by "the Chilcoot Pass route." He tells oy "the Chilcoot Pass route." He tells weird fairy story of men and women starving and dying like rotten sheep," and a general line on the utter unreliand a general line on the utter unreliability of his yarn may be gathered from the fact that he speaks of the steamers of the Healey and Weare lines being unable to "get up the river from Yukon to Dyea" owing to the low water. All his other statements are equally original other statements are equally original, and demonstrate conclusively that the visitor to England is a faker of the first

THE legal fight between the owners of the Centre Star and Iron Mask mineral claims at Rossland again came before Purest and Best for Table and Dairy

Mr. Justice Walkem yesterday afternoon. On the part of the Centre Star, Hon. T. M. Daly moved to dismiss the injunction granted by Mr. Justice Walkem going on with their shaft in the Iron Mask ground. The shaft of the Centre Star, which is 327 feet deep, ex-Ald. McGregor's Motion to Dispose of the Yates Street Protends beyond the side lines of the mine and under the Iron Mask. Both claims were located under the old mining laws perty Carries.

> City Council Want the School Board to Give Them Details of

There was little discussion in the city

which the school board sent in for the and it was to do away with this disadthe year. These estimates amounted to \$\frac{52,400}{400}\$, among them the item salaries Ald. Wilson strongly supported the motion and so did Ald. McCandless,

thought that the lump sums given could ball were sold each ward of the city be considered as estimates given in should get a portion of the benefit. detail, and the school board he considered should send the details to the sidered should send the details to the but the mayor said it would be time There was a very largely attended council.

Ald Hull moved that the communiby Ald. Hall, moved that the communication should be sent back to the secretary of the school board with a request sidered and finally passed, and the countries of the school board with a request sidered and finally passed, and the countries of the school board with a request sidered and finally passed, and the countries of the school board with a request sidered and finally passed, and the countries of the school board with a request sidered and finally passed, and the countries of the school board with a request sidered and finally passed. brought forward for consideration was a cation should be sent back to the secrefor details.

Ald. McCandless did not think that the board were obliged to give details, but the mayor said that the law required the trustees to furnish details, and no one could say this lumping teachers' salaries and superintendent's salary in one item was furnishing de-

pay the money anyway.

The motion was carried after a little

more talk. A request from the secretary of the board of trade asking for an appropria-tion for the special Klondike advertising fund was referred to the finance comnittee to report.

Next came the annual offer of Lee

portion of David street and that according to the council's letter of December 8 there are no funds available for the purpose of improving that portion of David street, it would be in the interest of the land owners affected by the obstruction that the matter be referred to the proper committee for consideration, and that the ques-Mr. W. G. Cameron, the Sounders of Seattle, Jan. 31.—Twenty-five of the past week received a score of letters from prospective miners in the States, in reference to prices here, and has reon, which was wrecked off Lewis island in reference to prices here, and has reon January 23. arrived here vesterday the street between Bridge and Turner streets as well as the waterfront to the great hurt and injury of the land owners on the south side of the street as well as

on the south side of the street as well as the public.

Ald. Wilson could not see how Mr. Adams could monopolize the foreshore rights and block the street, and he believed that if the city's representatives at Ottawa brought the matter to the attention of the Ottawa authorities the creetion would be settled. question would be settled.

The letter was referred to the streets

committee and the city legal advisers to There was another request from

verandah owner to exempt his property from being torn down. This was Mr. S. Duck, but his letter was received and filed as the council is determined to carry out the by-law.

Mr. J. E. Roberts, whose company had agreed to insure the firemen at \$3 each a year for \$1,000.insurance in case of accident, wrote that the company only

remaining on the island in the hope of catching a northbound vessel.

On Ald. Humphrey's motion it was decided to accept the policy as already

the snip due northwest for 17 minutes after passing Gibson island, then altered it northwest by north, and seven minutes later she struck."

Mr. Kunffman declares he was following the directions laid down, and is not to blame. Against Pilot Kauffman's claim that he was on the direct course is the statement of Pilot Thompson. purchasing agent to open.

The streets committee recommended that the following streets be macadamized: Wharf street from Courtney to heavy blankets. B. Wiliams James Bay bridge; Langley street from & Co. Broughton to Courtney, and Courtney street from Wharf to Government street at a cost of \$1,850. Also that the surface drain be extended on Toronto street from Princess street east to Carr and west to Parry street at a cost exclusive of pipe of \$320. The committee advised too, that Elford & Smith be notified to move their derrick in rear of the new post office, and that the Hudson's Bay Company be notified to extend the side walk on the west side of Whart street south of the C. P. N. Company's office on the proper street line.

The report was adopted and in the

discussion Ald. Wilson complained that the tramway were not leaving Govern ment street in the state they They were putting too much gravel on top and it would not stand heavy traffic.

The Mayor: "That is just to bind it."

Ald. Wilson: "It takes a wonderful

lot to bind apparently."

Ald. Kinsman was of opinion that some one ought to look out that the company put the street in proper condition. The Mayor replied that the City Engineer is doing so, and Ald. Humber advised the alderman to wait till the work was finished before making a fuss.

The important motion of the evening

was that of Ald. McGregor, who moved that the Yates street fire hall property be sold. At present, with the two fire halls in the centre of the city, the fire

apparatus was too much in a bunch, and of the two fire engines only one was in service, a fact that he believed few of the ratepayers realized. He wanted the money from the sale to equip the second engine and to build a new fire hall, so as to spread the apparatus more. His idea was to have a new fire hall in the neighborhood of the junction of Fort and Yates streets, which being at the top of a hill it would be an easy matter for the apparatus to reach the centre of the city from there in three or four minutes. At present if there was a fire in the upper part of the city it council last night over the estimates made too much of a climb for the horses

for superintendent and teachers \$39,600. Who was in fact its seconder.

Ald. Williams suggested that if the

enough to discuss the details after the

position. cil adjourned.

DOG-TRAINERS HAVE A CARE. ruelty to the Pets of the Klondike No Allowed in Victoria-S.P.C.A. Seeks Enlargement of Powers.

A meeting of the executive of the British Columia S.P.C.A. was held last evening, the business requiring consid-Ald. Williams did not see what good eration being in connection with the details would do; the council had to pay the money anyway. majority were based on cruelties practised in dog training for the Klondike, in connection with which the general pub c should accept a word of warning. Ac ual work has demonstrated the n

cessity of the powers of the association being enlarged, and a committee was acmittee to report.

Next came the annual offer of Lee & Fraser to sell the city three acres to enlarge the cemetery. They saked \$2,500 for the property. This, after a little discussion, went to the finance committee to report.

Messrs. McPhillips, Wootton & Barnard wrote that in view of the fact that the Magistrate dismissed the charge against D. F. Adams of obstructing a portion of David street and that accordingly appointed last evening, composed of the president, the secretary, Mr. Lindley Crease and Dr. Hamilton, to draft a suggested amendment to the act and present the petition to the legislature at its next sitting.

The following members were during the evening added to the rolls of the society: Mrs. F. B. Pemberton, J. Piercy against D. F. Adams of obstructing a portion of David street and that accordingly appointed last evening, composed of the president, the secretary, Mr. Lindley Crease and Dr. Hamilton, to draft a suggested amendment to the act and present the petition to the legislature at its next sitting.

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derson, A. A. Green, Thomas Shotbolt, Hon. C. E. Pooley, Mrs. Charles Ker-wen and Mrs. Herbert Kent.

THE CITY.

THE flourishing business so long conlucted by Mr. Robert Jamieson in this city has passed into the hands of the city has passed into the hands of the Victoria Book & Stationery Co., with Mr. H. S. Henderson as manager. Mr. Henderson has been with Mr. Jamieson during the entire time that gentleman has been building up his now extensive business, and therefore is thoroughly well acquainted with the requirements of the trade and the methods which have een pursued with so marked success by he retiring proprietor.

INSTEAD of local insurance offices re-using to insure miners' outfits while in route to the mines, as alleged by an ill informed contemporary, a tile at our advertising columns will shift that two firms at least are wide open for that business. A representative of some of the leading insurance accompanies actu-ally solicited risks on shipments made by the ill-fated Corona, but was so fortunate as to be unsuccessful, the parties solicited not then seeing the necessity or such precaution.

VERY largely attended and most imvery largely attended and most impressive were the funeral services on Sunday last, when the mortal remains of the late Thomas Collins were consigned to their last resting place in Ross Bay cemetery. The officiating clergymen were Rt. Rev. Bishop Cridge and Ross W Leelie Clery while the members first, and by 10 o'clock the passengers were all landed. The stock and some baggage were then taken ashore. The passengers remained on the island, patiently waiting for a passing steamer to take them away from a place where to take them away from a place where there was great personal discomfort. On Thursday the steamer Alki arrived and 300 castaways boarded her, about 100 remaining on the island in the hope of beggin.

> THERE is mourning among the best families of Chinatown and general ex-pression of regret in the business comwritten.
>
> The city engineer reported that a roadway on piles from Work street to Bay
> street, at Rock Bay, with a clear roadway of 21 feet and a sidewalk of six feet
> would cost \$2,560, the structure to be
> strong enough for ordinary tramway
> traffic. traffic.
>
> Ald. Wilson took exception to the allusion to tramway traffic in the report.
>
> The engineer had not been asked to say anything about tramway traffic, and he The engineer had not been asked to say anything about tramway traffic, and he had exceeded his duty in doing so.
>
> The Mayor could not see that because the engineer said the bridge would be strong enough to bear tramway traffic, that any harm was done. That did not mean that the trams must run over the bridge.
>
> The report was laid on the table.
>
> State in 1861 and moving north to Victoria a few years later. Several months ago he had suffered a stroke of apople strong enough to bear tramway traffic, that any harm was done. That did not mean that the trams must run over the bridge.
>
> The report was laid on the table. left more directly bereaved by his de- Frightful Constipation and Dys-Tenders for supplies for the year were referred to the Old Meu's Home committee, the Streets committee and the left more directly beleaved by his the more directly belong the more directly bel

Fur sleeping bags. Extra Physical and Mental Suffering

CATARRH SUBJECTS Mr. Buckingham Is Now Strong,

This dread malady lurks behind the most incipient head colds, and when the seeds of disease are sown steals away the beauty bloom and makes life pleasures a drudgery.

DR. AGNEW'S CATARREAL POTYDER

will cure the incipient cold and the most stub-born and chronic Catarrh cases. It purs buck the beauty pink and sheds sunshine in its trail. "My wife and I were both troubled with distressing Catarrh, but we have enjoyed freedom from its distresses since the first application of Dr. Agnew's Catarrhal Powder—it acts instantaneously—gives grateful relief in 10 minutes, and we believe there is no case too deeply seated to baffle it in a cure."—Rev. D. Bochnor, Buffalo, N.Y.—32

FromTHE DAILY COLONIST February 3

Ship Carpenter Finds Himself Mysteriously Transformed Into a Full Fledged Sailor.

Provincial Police of B.C. Prevent His Being Carried to Sea on the "Briggs."

The waterfront was all agog yesterday over the bringing ashore from the American ship John A. Briggs of one landsman who was being carried to sea against his will, and of two blue jackets of H.M. Navy who were attempting to desert. It all came about through a little information which reached Mr. J. E. Macrae of the Northern Pacific Steamship Company.

A short time ago Mr. Macrae secured work for a young man, S. R. Haynes, on one of the steamers now being built here for the Maitland-Kersey Company. Haynes is a ship's carpenter, and Mr. Macrae knowing his people in Tacoma kept a friendly eye on the young man. It came to Mr. Macrae's ears on Satur-day that Haynes had not turned up for work, so he proceeded to try and get

word of him.

Haynes had boarded at the Rock Bay hotel, managed by Mr. N. Orth. On Sunday Mr. Macrae got wind of Haynes eing aboard the Briggs and at once informed the provincial police. Superintendent Hussey late on Sunday night, taking provincial constable Atkins with him, boarded the Briggs, going out in the Lorne to the ship which lies anchored at some distance from the outer wharf.

Haynes was found in his bunk, lookng very wretched, his story being to the effect that he had got to drinking with someone at the bar, and all he knew was that he awoke aboard the ship. It seems that Haynes was signed before the United States Consul on Friday, and the consul thought perhaps Haynes was a little simple in his behaviour, but did not appear to be under the influence of liquor. Haynes says he twice tried to get letters ashore after he came to his right senses, but neither letter reached the person to whom it was sent.

Superintendent Hussey when he found Haynes ordered the man brought ashore as he did not consider that he should be left aboard, even though the captain showed him Haynes' name on the ar-

Incidentally Constable Atkins heard that there were two blue ackets on the ship and the Superintendent therefore had the naval authorities notified. Yesterday morning Sergeant Langley, of the provincial police, with a couple of petty officers from the navy boarded the Briggs and there discovered the two men, one of them Charles Hill, of H.M.S. Phaeton, and the other John Keown, of the flagship. Both were shipped under assumed names—John West and John Jones. They knew what they warm a right and signed for the yoys and one of them said the slope in exchange for the said the Rock Bay hotel. Har per noted, found that he had secured.

vance of \$35 to the hote was present when rticles. The Briggs was to have sailed yesterlay morning but owing to the shortage of hands has not yet been able to get

away. As the captain remarked to Supt. Hussey, the police seemed to take them off as fast as they got aboard.

This was not the last of the episode, however, for yesterday afternoon six sailors from the British ship Commonwealth were gathered in by the provinwealth were gathered in by the provin-cial police, four of them being found, at the Rock Bay hotel, and the two others on Store street. The Commonwealth is mourning the loss of three more

The Briggs is still short seven men and it is difficult to obtain seamen although Captain Balch is paying \$30 a month as against \$17.50 last year. The great activity in shipping is responsible for this, as men can get good pay coasting in connection with the Yukon trade.

WOULD YOU BE CURED?

Then Use Paine's elery ompound.

A Happy and Wonderful Cure in Hamilton. Ont.

pepsia Are Banished.

Swept Away By Nature's Medicine.

Healthy and Able to Work.

Wells & Richardson Co.

Wells & Richardson Co.
Dear Sirs:—I had dyspepsia and indigestion so bad that I lost all desire for food.
The very sight of it would sicken me, and I was in misery. Frightful constipation, which required daily attention, added to my burden, so that really I felt it times as if life were scarcely worth the living. I was never without a cough, and always had a heavily coated tongue and bad taste in my mouth. My ailments and failure to get relief discouraged me, and, physically rund down and mentally worried. I felt little ief discouraged me, and, physically run clown and mentally worried, I felt little like looking for work, and less like doing it. Now I am strong and well, able for any work, and willing to do it you can be sure. he great change was wrought by Paine's Selery Compound, used according to directions.

Yours faithfully, Wm. H. Buckingham, 124 Hunter St., Hamilton, Ont. cure."—Rev. D. Bochnor, Buffalo, N.Y.—32

WHEN in need of help, male and females insert a 25c. ad. in the Daily Colonist. It Sold by Dean & Hiscock and Hall & Co. will pay you to advertise with us.

Hundreds of Nugget North by the C. P. Star Steam

Over Three Hundred To Taken Up-Stirrin at the Dock

The steamer Islander Co. sailed for the North with nearly 300 passenge

250 dogs and other freig

up all the available space.

day morning by the arrive

The passenger list was

pective miners from Seatt over on the Kingston. came here to get minin also to outfit. Their com strike situation, when here, were unpleasantly the wild and woolly We showed schoolboy glee wh ed that the steamer wor From early morning till th in the evening, crowds Turner, Beeton dock, whe Turner, Beeton dock, whe was lying. There was an ancy about every one, an made as to whether the b her costly cargo of freig able to pull out on so When the first orde pull in the gang and let go the steamer's fa hearty cheers were given hearty cheers were given gers and were taken up an those on the docks. The of life. Prospective miner selves in looking after scores of friends of the pass around to say a last fare ship's oddly contrasted around in the endeavor t arriving cargo stored away

quarters.
Captain John Irving was
of the Islander when sh
and Captain Roberts and S as pilots. The vessel care 300 tons of freight, including of 40 tons of general mer supplies for the Northw Police. How the crowds which

steamer at Vancouver and be accommodated it is difficu Following is a partial list o Lang, — Hiscoll and wife, McMurran, J. H. Cullum, R. Lang, — Hiscoll and wife, N. McMurran, J. H. Cullum, R. Brown, H. Cropley, P. Laws honsen, P. Code, G. H. Hillu berg, Bushnell, B. D. Jenkin Cruikshank, C. Mattson, D. Menworth, C. Parnell, T. C. Eslin, H. J. Roden, A. Theoden, B. Royen, H. Hal, O'l Lowell, J. L. Jennings, W. G. Notts, Sullivan, Mrs. J. nister, J. Ford, Carlyon, W. Jno. Sinclair, Levins, C. McC. Smith, J. H. Law, J. A. Young, Blake, McClure, E. Beachamp, J. Dalzell, A. H. Cappab, W. Wilson, C. Nels G. Walker, Cartwright, J. F. Kinsey, J. McLvor, Jno. Thor A. La France, Redlaro, H. Hemond, A. Destises, W. Neshi W. McConnell, F. Rudge, Howell, W. Maher, J. D. Bai, H. Micholsen, B. Hill, F. P. Green, B. Newell, C. W. New A. Gognon, J. L. Grant, S. Hudson, W. H. Oshkoff and Elke, F. Lang, D. Boyd, G. D. K. Morris, B. Morris, F. Courtney, J. D. Hagerty, F. Johnson, G. S. McEwen, J. Carnig, J. Rodderham, C. E. Wray, Henry Hansen, Jr Scott, F. Skinner, Jno. Frudech, Geo. Wilson, Jas. W. Miller, A. W. Modie, A. Carlston, F. Hemgren, Conv Miss Baker, Miss Baur, Lit W. Burge, J. H. McGregor four.

Although it was late whe left the Turner, Beeton do a thousand people watched ure. Until nearly the time out hundreds of curious pe vessel and impe extent the movements of extent the movements of crew. Close upon two loarked and growled, horse the steamer's officers se their throats in the effitheir orders heard and Many pathetic and hungers onested without any were enacted without any cealment during the eveni that their journey through would be fraught with con would be fraught with conger, some of the passenger tempt to conceal their emotime to say farewell to from grey-haired mother it side of her pride and the gang plank was mow as compelled to seek the the crew to get ashore. Twent North by the Islande motley one. The gener played was one of hope an The majority of the passe direct to the Yukon distribution of the game will remain at Skagwa will remain at Skagwa Wrangel for the purpose business. Many Amerinight by the Isl of of them have toria for the past w and obtaining mining who were interviewed who were interviewed the plete satisfaction at the corded them here. A nu ians were in the croseekers. Mr. William captain William Grant, liam Heath, also of among these. They wind Dawson City.

A number of large Case who have outfitted here Among these were W. wife, A. A. Enk and F. I.

The following partie

The following partie Victoria merchants with outfits, also left last nighter: E. Buchame and er: E. Buchame and Cariboo; T. Hudson, C. S. Blanchard, New Yo Burg and party, outfitte S. A. Wiltsie, customs o J. H. Thorne and H. Ni gon: H. J. Roden and urst, Australia; A. E. E. Treat, of Great Falls, "Ole" Marsh and Ch Decorah, Iowa. The Boscowitz which

will also carry a large cans who outfitted in every point of view the trip this year has so far cessful. All her passen