MANY ORPHANED BY EARTHQUAKE

Relatives Take Care of Boys and Leave Girls to Mercy of Others

EARTH IS STILL SHAKING

Sympathy and Help of Britain Much Appreciated By Italians

Reggio, Jan. 8.—The sun shone again in all its splendor, emphasizing the beauties of nature in the surrounding country, along the mountains covered with green, over the vineyards and lemon groves. Inside Reggio, however, its warm rays fell upon only huge piles of debris.

Proportionately with the other towns, Reggio gave the highest percentage of orphans as a result of the earthquake. The boys were eagerly taken care of by relatives, but the girls mostly were abandoned. Fortunately, however, they have been entrusted to the ladies' committee which arrived here from all parts of Italy, and doubtless will secure good homes for them.

All the wounded have been removed from Reggio and 8,000 refugees have departed from the town. One thousand bodies have been dug from the ruins of the fallen buildings and buried in improvised cemeteries.

Among others who escaped uninjured when the shock came, were three children, who after having been buried in the debris of their home for several days got out unaided, burrowing like mice. A man and his wife also have been found uninjured beneath ruins where they had lain for eight days subsisting on a pint of olive oil.

At Sinopili all the houses were destroyed except three built after the earthquake of 1905 of hollow brick with a wire passing through them and uniting them in a vertical line, while at the top is another wire uniting the different lines horizontally, thus making the whole building compact.

Fresh earthquake shocks are being felt here, at Brancaleone and Messina each night. They are preceded by explosions and buildings that were not totally destroyed in the big shock are being demolished.

Anglo-American Station

Messina, Jan. 8.—The gunboat Scorpion is constructing an Anglo-American station this afternoon in several large tents adjoining the ruined United States consulate. Dr. George C. Rhoades, surgeon of the Scorpion, has assumed charge. It will be devoted to hospital work in aid of the wounded Italian sufferers. It will also be for the use of any Britishers or Americans as a means of communication with relatives or friends, and as a sort of information bureau for Anglo-Americans. These persons come to the attention of Dr. Rhoades by seeking out the consulate for assistance or for sending word to their relatives in America for help. The military cordon around the city is complete tonight. Hereafter no person will be allowed to enter without a pass

The body of a man who lived on the third floor above Mr. and Mrs. A. S. Cheney, in the American consulate building, was taken out of the ruins yesterday. The work to reach the bodies of the Cheneys is progressing.

There was a religious procession along the devastated water front in Messina. Priests walked through the ruined streets carrying sacred relics. Stuart K. Lupton, of the new consulate, Bayard Cuting, Jr., and Winthrop Chandler, other members of the corps, have left for Taormina, where they will devote their energies to superintending the work of careing for the wounded.

Royal Sympathy

Rome, Jan. 8.—Following the desire expressed by Queen Helena, the anniversary of her birth was observed here today, but was not attended by many of the usual festivities. Her majesty is reported to have said that this year she wished to celebrate the day by working doubly hard for the Calabrian and Sicilian earthquake sufferers, whose sufferings she cannot drive from her mind. Her two daughters, Princess Yolanda and Princess Mafalda, respectively seven and six years old, instead of buying birthday presents for their mother, turned over the contents of their money boxes to the relief fund. The little Crown Prince, who is four years old, not to be outdone by his sisters, parted with what had been his greatest delight, a complete company of tin soldiers, of which he is the commander. He took his toys to his mother, saying: "This is all I have, please send them to the poor orphans."

The news that the Duke of Connaught is to arrive here Sunday has produced great satisfaction, and is regarded as a fresh demonstration of the sympathy of Great Britain. British ships have rendered great help in the situation, providing provisions and searching for survivors.

NIGHT RIDERS CONVICTED

Jury Finds Six Guilty of Murder in First Degree and Two Others in Second Degree

Union City, Tenn., Jan. 8.—The conviction of the eight men on trial for night riding and murder has had a reassuring effect on the public. Men of the lake district who were in court when the verdict came in left town quickly. The trial of the others indicted will not take place until May.

The formal motion for a new trial will be argued Saturday. Following the overruling of this motion, the defence will take an appeal to the Supreme court.

By the jury's verdict Garret Johnson, Tid Burton, Bob Ransom, Fred Pinich, Arthur Gloar and Sam Applewhite were convicted of murder in the first degree, with mitigating circumstances, and "Bud" Morris and "Bob" Huffman, the other defendants, were found guilty of murder in the second degree. Their punishment was fixed at twenty-five years in the penitentiary.

The punishment for the first named six defendants was left to the court, and may be death or life imprisonment, and the court has indicated an intention to pronounce the death penalty.

Antiquated Spelling.

Toronto, Jan. 8.—Dr. J. Seath and Dr. J. Goggin will report to the Minister of Education in favor of the retention of the vowel "U" in such words as honor, favor, etc. They have been conducting an investigation to secure uniformity in spelling, and state in their report that when the choice is between the British and American way they prefer the British.

New York Relief Fund.

New York, Jan. 8.—The local relief fund for the Italian earthquake sufferers, is nearing the half million mark It was increased by more than $220,000 today, bringing the total to about $475,000.

Ex-Jailer Arrested.

Vancouver, Jan. 8.—George Miller, formerly jailer at Vancouver police station, now proprietor of Turkish baths on Granville street, was arrested today on the charge of operating a disorderly resort.

Hamilton's Request.

Hamilton, Ont., Jan. 8.—The Board of Trade this afternoon decided to circulate a memorial asking Premier Laurier to appoint two senators to represent this city. A deputation will take the memorial to Ottawa.

Knocked Senseless by Robbers

Vancouver, Jan. 8—Henry Locke, a teamster in the employ of Champion and White, was knocked senseless and robbed of $15 last evening by two masked men who had entered his house, and whom he disturbed in their nocturnal visit.

Found Dead on Road.

Vancouver, Jan. 8.—A sad and unexplained accident occurred at Dewdney some time during the night of January 4. Henry Scorey, driving home from Mission City, reached the bridge near the Dewdney railway crossing, where he was later found dead and frozen. A few feet east of his prostrate body, his wagon was standing with its load intact, save for one sack of grain lying by the road a little distance west of the spot where his body was found. The horses were not attached to the wagon. The police are investigating.

Canadian Bank Clearings.

New York, Jan. 8.—Weekly bank clearings, Dominion of Canada:

Montreal, $29,388,000, increase 1.9 per cent; Toronto, $28,739,000, increase 7.0 per cent; Winnipeg, 14,522,000, increase 3.5 per cent; Vancouver, $4,162,000, increase 13.2 per cent; Ottawa, $2,293,000, decrease 7 6; Quebec, $2,221,000, decrease 8.6; Halifax, $2,221,000 increase 5.9; Hamilton, $1,148,000, decrease 10.7 per cent; Calgary $1,481,000 decrease 17.8 per cent; St. John, $1,599,000 increase 6.9 per cent; London, $1,628,000 decrease 4.8; Victoria $1,007,000 increase 12.5 per cent; Edmonton, $1,097,000 decrease 16 4 per cent.

HERRING INDUSTRY GOOD FOR NANAIMO

Figures Show Remarkable Increase Over Those of Last Year.

Nanaimo, Jan. 8—From twelve to fifteen thousand tons is the estimated amount of herring caught in Nanaimo harbor and adjacent waters this season and shipped to foreign ports within the past three months. The daily shipment of several hundred tons still continues.

Between four and five hundred men mostly Japs, are at work salting these fish for foreign markets and a large fleet of freighters are busily engaged in transporting the cured herring to the mainland and Puget Sound to connect with the outgoing Oriental liners. The Japanese are perhaps the heaviest exporters, and have shipped several thousands of tons of the fish to the Orient this season. On the last outward voyage of the Iyo Maru, a heavy shipment of herring was made to the Chinese market, and other similar shipments were made on vessels prior to the sailing of the Iyo.

The fishermen report they are having a good season. Not only is the fishing very good, but the market this year is better than it was last. There is, however, a great scarcity of herring at present in the immediate harbor as compared with previous years. The herring are to be found outside in plenty, but, of course, the fishing there is more difficult owing to the depth of water. The theory advanced by the Japanese fishermen for the lessening run of herring in the bay itself is at once plausible and very interesting. The Japanese reason that the herring were forced to run into the harbor by the whales that prey upon them. The opening of the whaling industry at Departure Bay naturally very greatly depleted the number of whales in this section of the Gulf of Georgia, and the small fish are not under the same stress to make the shelter of the harbor. Thus the fishermen are forced to go further out for the fish.

The satisfactory thing is that the fishing is still good, and as a local industry is still growing in importance. It is doubtful whether the local herring industry has ever received the recognition it deserves. Its importance is much greater than the average man would be disposed to imagine. More than that, the industry is growing every year and this year it is probable that the total output will be twice that of last year. Just how the herring trade is growing may be gathered from the presence of the Norwegian steamer Thordis in the harbor. Many of those who have looked across the water of the bay may have wondered why the big freighter was anchored where she is. The Thordis is bound for China, and her cargo will be herring. She is to load two thousand five hundred tons of the fish for the China market. In addition to this, big loads of herring are being shipped across the gulf every day. The Coast Steamship company has chartered the steamer Fingal to a Japanese company, and she is running regularly to Vancouver. The steamer Clansman is also occupied in the same business, and the Senator is in today for the seventh cargo. As she takes three hundred tons each trip, the Senator has now alone delivered 2100 tons of fish from this port. The captain of this vessel expects to carry 4000 tons this season, against 2500 last season. Altogether something like ten to twelve thousand tons have already been exported, to say nothing of the amount used by the halibut fleet and the various smoking and curing companies, and the season has still a long time to run. This figure, big as it is, will be considerably increased, and all goes to demonstrate the increasing importance of this local industry.

IS NOT AFRAID OF BIG STICK

House at Washington Tells the President What It Thinks of Message

HE MUST BE RESPECTFUL

Resolution of Rebuke is Passed By an Overwhelming Majority

Washington, Jan. 8.—After having made him the target all day for criticism, with here and there words of commendation, the house of representatives tonight by a vote of 212 to 35 rebuked President Roosevelt by tabling so much of his message as reflected on members of congress in connection with his recommdations regarding the secret service detectives, and also declaring it to be the sense of the house that it shall decline to consider any communication from any source which is not in its own judgment respectful.

With feelings of outraged dignity and pride on the part of many members, the House today gave itself up entirely to a discussion of one of the most momentous questions that ever came before it, its functions as a legislative body in contradistinction to those of the executive branch of the Government.

As had been forecast, the report of the special committee appointed to deal with the language in the President's annual message, and in his special message of last Monday bearing on the secret service affecting members of Congress, was submitted, and it was used as the basis for some earnest and vigorous speeches ever heard in the historic chamber. The house was in no mood to treat the subject otherwise than seriously, although in the remarks which were made the references to the President almost invariably were couched in parliamentary language, nor was the President without his supporters.

In anticipation of the report, the effect of which was to administer a rebuke of the President, there was one of the largest attendances of members of this session while the galleries at all times were filled to their capacity. To accommodate the crowds the doors opening to the corridors were thrown open, and those were choked with people, while standing in line behind them were hundreds of others.

There was not a moment during the day that the diplomatic gallery was not fully occupied, many of the occupants being compelled to sit on the edge of the seats next the aisles. So great was the interest in the proceedings that many senators came over to the house and sat for severals hours.

Towards the close of the debate Mr. Gardner, (Mass.), vainly endeavored to secure, first, the adoption of a substitute for the resolution in the shape of an amendment expressing confidence in the committee on appropriations, and then the postponement of the whole matter until Monday, but he was overwhelmingly outvoted.

Appointed Liquidator.

Vancouver, Jan. 8.—M. J. Crehan has been appointed permanent liquidator for the National Construction company. The liabilities will exceed $36,000; the assets have not yet been estimated.

Trouble in Persia

St. Petersburg, Jan. 7.—Special despatches received here from Teheran say that the Shah of Persia has again issued an manifesto regarding the constitution. There has been an outbreak of disorder at Shiraz similar to the recent disturbances at Ispahan. It is feared that the news of successful plundering of this latter city will result in uprisings of the lower classes, particularly among the starving.

NEW RATE IN FAVOR OF PACIFIC ROUTE

Alberta Grain Likely to Come This Way in Larger Quantities

Vancouver, Jan. 8.—Vancouver and Victoria now possess an advantage of from 10 to 10 1-2 cents per hundred pounds over the eastern route for the transportation of wheat from Alberta to Liverpool. The variation in this advantage is due to the changing of the charter market for Atlantic tonnage from day to day, and approximately the average of the rate in favor of Vancouver is 10 cents per hundred pounds, or $2 per ton. This advantage is enjoyed by Vancouver and Victoria in winter time, but in summer and fall, during the season of navigation on the great lakes, the coast will have to divide with Fort William, at the head of the lakes, the rates on Alberta grain, with the chances very much in favor of Vancouver in a short time taking the bulk of the traffic. At present the coast ports and Fort William will be practically on equal terms during the summer months in the fight for Alberta grain, as the average through rates from Calgary to Liverpool by both routes will be approximately the same.

Announced from Winnipeg.

Winnipeg, Jan. 8.—In future the C. P. R. will ship as much grain to the outside world through the Pacific coast ports as they can possibly manage, and in order to make this more possible the company has inaugurated a new rate on grain of 22 1-2 cents per hundred pounds from all points in Alberta. The new rate became effective two days ago, and since then a steady movement has been noticed. The company expects to haul a large quantity of grain through Vancouver from now on, as this route of transportation means a saving of much time and money when the grain is being shipped to the Philippine Islands, Mexico and European ports. Formerly all this grain went to its destination by way of eastern points.

Mr. and Mrs. Singleton Wise, of Esquimalt, are registered at the Empress.

Young's January Sale

Many ladies are braving the inclemency of this unusual weather to come here shopping because they know we are intent upon giving them the best possible goods at the lowest possible prices.

Today we would call their attention to Our Splendid Values In:

Dress Goods

Black Fancy Striped Voile, for evening wear, 44 inch. Regular $1.40 for ..... **85¢**
Fancy Black Check Venetian, 47 inch. Regular $1.50, for ..... **85¢**
Crepoline, good for all purposes, 44 inch. Regular $1.00, for ..... **60¢**
Fancy Black Grenadines, 42 inch. Regular 75c, for ..... **50¢**
Very Fine Black Striped Voiles, 46 inch. Regular $2.00, for **$1.25**
Very Fine Black Check Voiles, 46 inch. Regular $2.00, for **$1.25**
Black Satin Striped Voiles, 44 inch. Reg. $1.40, for **85¢**
Black Crepe de Chene, wool and silk, 46 inch. Regular $1.75, for **$1.00**
Fancy Invisible Check Voile, 45 inch. Regular $2.00, for **$1.25**
Black Taffeta Cloth, 44 inch. Regular $1.00, for ..... **60¢**
All Wool Black Cashmere, 44 inch. Reg. 75c, for ..... **50¢**
Silk Embroidered Cashmere, 44 inch. Regular $1.00, for ..... **60¢**
Black Venetian Cloth, 44 inch. Regular 90c, for ..... **55¢**
Black Poplin, 42 inch. Regular 75c, for ..... **50¢**
Fancy Striped Black Voile, 42 inch. Reg. $1, for ..... **60¢**
Colored All-Wool Serges, 46 inch. Reg. $1.25, for ..... **75¢**
Heavy Diagonal Navy Serge, 52 inch. Reg. $2, for **$1.15**
Green Venetian Suitings, 46 inch. Reg. $1, for ..... **55¢**
Fancy Lustres, in good colorings, 54 inch. Reg. $1.50, for ..... **75¢**
Fancy Tweeds, in new stripes and checks, 50 inch. Regular $1.00 and $1.25, for ..... **80¢**
Pure Wool Homespuns, several shades, including black, 54 inch. Regular $1.40 for **$1.00**
All Wool Fancy Striped Panamas, 54 inch. Regular $1.60, for **$1.00**
Fancy Panamas in suit lengths, 54 inch. Regular $1.75, for **$1.00**
Fine Fancy Suitings, broken checks and stripes. Regular $10.50 suit length, for **$6.50**

HENRY YOUNG & COMPANY
1123 Government Street, Victoria, B.C.

TELLS OF PROGRESS IN THE UPPER INTERIOR

A. R. Macdonald, From Francis and Ootsa Lake Districts, Visits Victoria

Mr. A. R. Macdonald, who has just arrived in town from the Francis and Ootsa Lake country and is staying at the Dominion hotel, states that this important and most promising section of the province is settling up steadily and at the present time has a population of some 500 settlers, some 400 being located in the neighborhood of Bulkley Valley the remainder in the Francis Ootsa Lake district. While there is ample room for hundreds more although large tracts of good land are held by speculators. Francis Lake exceeds 70 miles in length, while Ootsa Lake is about 45 miles long, paralleling each other and extending from east to west.

Both of these bodies of water ultimately find their outlet in the Fraser river and form its northwestern headwaters. This whole country is fairly well covered with a growth of black pine and red and black spruce and is interspersed with hills and some level land of excellent quality for agricultural purposes, while the best of it having a light growth of poplar of both the smooth and rough-barked varieties with openings. This poplar which is only, however, useful in the general market for the manufacture of pulp wood, is quite easily cleared.

A large extent of coal land is now held by several big companies in this region and the coal appears to be of very good quality. It has for some time been used locally for blacksmithing but the veins have not so far been uncovered to any great depth. A number of mineral districts are situated near the headwaters of the Teiqua river, and Telqua is the name of the oldest camp. Most of the minerals which have so far been discovered are located in the Bulkley valley and in the neighborhood of Copper river and of the Babine and Bear River mountains. But as yet no very considerable amount of work has been done upon the claims owing to the lact of transportation facilities and the practical impossibility of getting in machinery. A small trial shipment has already been made from Hudson Bay mountain to some smelter in the south and the returns for copper, gold and silver proved to be very satisfactory indeed. This ore was taken out on horseback. In four of these districts it is highly probable that successful mining camps will be established. Yellow copper pyrites are found in these localities and practically all the big copper mines yield this ore.

These mining locations lie between 20 and 30 miles from the G. T. P. right of way, upon which—as concerns Foley, Welch and Stewart's grading contract for the first one hundred miles from the coast—fair progress is being made. A lot of rock work is necessary and the men are now engaged upon this heavy task. Some 1,500 men have been employed, but this number should at the very least have been doubled. As the cuttings are blasted out the spoil—as the engineers call it—is utilized for fills, but no other grading has been so far effected. Indeed, when these cuttings are fully completed little else will remain to be done. By far the greater part of these one hundred miles has been sublet at a price per cubic yard, and some thirty camps have been established. These one hundred miles bring the new transcontinental road to Copper river and it is said that the next contract which will include 140 miles, will extend from Copper river to Aldermere, which will be let in the spring. The men are paid from 25 to 30 cents per hour and have been laboring from 7 to 8 hours per day and would do very well were it not for lost time through unfavorable weather, while they pay $5.25 a week for board. The contractors state that they would employ a larger number of men if they could secure them. The climate upon this right of way varies from very wet upon the coast to snowy farther in and to dry and clear at the upper end, but in the second section the rock work will be much less in extent and the total cost will consequently be far less formidable. It is probable, however, that the statement that very massive and costly rock cuttings will be encountered near the Tete Jaune Cache Pass, is quite correct. No large bridges have as yet become necessary but eventually the Skeena river must be crossed. Although it will not be at all difficult to secure several places which will easily permit very moderate foot spans and even as low as 100 feet. It is just possible that the Skeena will be bridged above Copper river and location lines have been run on each side of the latter stream, but as the Skeena is navigable, when it is crossed it is extremely probable that a drawbridge will be provided.

No snow had fallen when he left Francis Lake, on the 25th of November, and he did not reach Vancouver until the 24th of December, although only sixty miles in a direct line from tide water he was compelled to travel 350 miles in order to reach Port Essington.

Mr. Macdonald is the president of the Francis Lake Settlers' Association, and has come down for the purpose of interviewing the government in reference to the requirements of the country in the way of trails, roads, etc., for these people are at the present time using the old Indian trails which in portions can be materially shortened.

KILLING OF ENGINEER OBJECT OF WRECKERS

Theory of Authorities Regarding Dastardly Work at Bellingham

Vancouver, Jan. 8.—Getting even with Engineer John Daley, of the Great Northern train service between Vancouver and Seattle, because he had testified against the negro Jenkins at Westminster a few months ago, is given as the purpose of the human fiends who last night succeeded in causing a wreck on the line near Bellingham.

The theory upon which the police are working today is that the wrecking of the train was carried out by way of revenge against Daley. The latter was the Great Northern locomotive driver who last August saw Jenkins, the negro, near the Great Northern tracks at Hazelmere, just after the colored man had killed Mrs. Mary Morrison and fled. The afternoon train bound for Vancouver was coming from the south and the observant engineer took special notice of the negro.

Daley freely gave evidence at the trial which resulted in the conviction of the negro. Jenkins has since been hanged. There is good ground for believing, according to information in the hands of the authorities, that the wreck last night was planned to bring about the death of the engineer. The murderers cared not a particle if they killed one hundred other people in killing him.

Our evening contemporary says that the Colonist during the late election ridiculed all efforts in favor of railway communication between Vancouver Island and the Mainland by way of Seymour Narrows. It is unfortunate that our contemporary cannot approach the discussion of a matter of such vast importance without misrepresentation. We only mention the matter to deny that the Colonist ever did what it is charged with having done, or anything that could be so construed. We did say that a subsidy for 100 miles of railway to a company not yet organized was an error, although a general subsidy for such a line would not be.

ANNUAL CONVENTION OF B.C. CONSERVATIVES

Will Be Held in This City on the Twenty-Second Day of January

The second annual convention of the British Columbia Conservative Association as at present organized will be held in Victoria on the day after the House meets, or January 22. The president of the association is G. H. Barnard, K.C., but as he will be in Ottawa by that time, the first vice-president, C. M. Woodworth, of Vancouver, will probably preside.

The convention will be attended by ten delegates from each constituency in the province, making 420 in all. They are chosen by the Conservative clubs and organizations in the various sections, and, where none exist, by mass meeting. The delegates will probably discuss the live political issues of the day and pass resolutions concerning them.

The question of entertaining the delegates and providing a place of meeting has been left to a committee, recently appointed, and their plans will be announced as soon as they have been definitely formulated. The committee consists of J. W. Bolden, chairman, W. H. Price and George Penketh.

SEA'S HEAVY TOLL

The hungry sea laid a heavy toll upon human life during the year 1908. Some of the worst disasters of the past twelve months were recorded in Pacific waters. Loss of life at sea last year upon the ocean was 2,273, and upon inland waters 199, as compared with 1,785 upon the ocean and 314 upon inland waters in 1907.

One feature of the last year was the large number of missing vessels, whose fate will never be known. Both in Atlantic and Pacific waters this list is exceptionally large, and it includes the names of many well known ships of all flags, for which hope was maintained for months, only to be reluctantly abandoned when there was no possibility that disaster had not overtaken them.

The past year was characterized by heavy ice floes in the neighborhood of Cape Horn, and the general opinion is that not a few staunch ships met their doom in the great bergs. This theory is substantiated by the fact that not a few ships were damaged by ice in rounding the cape of storms.

The ships Arthur Sewall, Alacrita, Bangalore, Falkland Bank, Carnedd Llewellyn and Castle Rock are among those who mysteriously disappeared with all hands. No word of any kind, not a bit of wreckage, no clue whatever has ever reached civilization to tell what fate overtook these ships. The Castle Rock was bound from Australia to Seattle with coal, and never arrived. The others were bound on voyages round Cape Horn.

The Asiatic coast witnessed disasters in which the greatest loss of life is recorded. The Japanese steamer Matsu Maru went down in the China Sea, March 22, with a loss of 243. On June 8, the steamer Pow An was wrecked, eighty been lost. The steamer Ying King was lost on the same treacherous coast, July 27, and 300 victims, mostly natives, were drowned. A Japanese steamer foundered in the China Sea November 27, and the loss of life is given at 700. The British steamer Dunearn was caught in a typhoon August 20, and went down in the China Sea. Fifty-two lives were lost, only two being saved of the entire crew. On December 3, two Japanese vessels were lost, the casualties being given as 350. The steamer Ginsel Maru went down off the coast of Japan, December 2, seventy being lost. In the wrecks of the steamers Bankok and Taish Maru, in the China Sea, 149 were drowned.

Undoubtedly the worst disaster of 1908 on this coast was the wreck of the American cannery bark Star of Bengal off Coronation Island, September 20. In this disaster 111 lives were sacrificed, a majority of them Chinese and Japanese. Early in January the British ship Hartfield went to pieces off the coast of Vancouver Island, not a survivor living to tell the tale. Thirty lives were lost. On January 14 the steamer Island Flyer was lost on Puget Sound, the death list being given as fourteen.

January's record in the Pacific is incomplete without mention of the loss of the American ship Eclipse, which foundered north of the Hawaiian Islands, while bound from Newcastle, Australia, to San Francisco. This occurred on January 19, three of the crew being lost, the others eventually making the island coast. In February, the unlucky thirteenth, the American ship Emily Reed went ashore close to the mouth of the Columbia river, and ten unfortunate sailors were lost, the others succeeding in making land. On May 1, the steam schooner Minnie E. Kelton went ashore in heavy weather off the southern Oregon coast and eleven men went to a watery grave. On March 7 the codfishing schooner John F. Miller was driven ashore in the Aleutian group and ten men were either drowned or frozen to death.

There were many other wrecks in all parts of the world. In January two passenger steamers were lost off the Morocco coast with a casualty list of thirty. In February the steamer St. Cuthbert burned at sea, fifteen men being lost. The British cruiser Gladiator was sunk off the Isle of Wight, April 25, with a loss of thirty-six. The list also includes the following:

April 2, British torpedo boat destroyer Tier, English coast, 34; April 15, steamer Gotalef, Swedish coast, 20; May 27, schooner Fame, coast of Nova Scotia, 27; May 30, steamer Ville de Bruges, Congo river, 54; June 24, steamer La Roche, Spanish coast, 38; August 9, steamer Kirkwald, river Elbe, 20; August 23, steamer Folger Folden, coast of Norway, 40; September 1, ship Amazon, Welsh coast, 27; September 4, steamer Luise, Portugal coast, 50; September 10, bark Auburndale, lost at sea, 28; September 27, ship Loch Finlas, Australian coast, 20; October 10, schooner Juanita, Grand Banks, 25; ctober 28, steamer Yarmouth, North Sea, 23; November 21, steamer Martinique, Spanish coast, 21; November 26, steamer Finance, New York, 4; December 4, steamer Soo City, Newfoundland coast, 17; December 4, steamer N. M. Clemson, Lake Superior, 22.

YOSERIC DAMAGED ON HER MAIDEN VOYAGE

New Weir Liner for Australian Run Severely Strained on Voyage to Philadelphia

The new Weir liner Yoseric which is on her way to this coast via Philadelphia, to which port she carried a cargo from Glasgow, to go into the British Columbia, Puget Sound and San Francisco trade to the Antipodes for the Weir line under the agency of Frank Waterhouse & Co., of Seattle, suffered much in the recent Atlantic storms. Advices received yesterday state that the Yoseric had her hull seriously strained and is leaking seriously in all holds and tanks. She was docked for examination and repairs at Philadelphia. The Yoseric, which is in command of Capt. Gray, well known here as the former master of the Duneric of the Weir line, is a new steamer, the latest addition to the Weir line. She was built a few months ago at Glasgow. She is of 4,463 tons gross register and is valued at $130,000, fully insured.

The Daily Mail, of London, has worked itself into quite a panic of fear that Canada may enter into a reciprocity treaty with the United States and be lost to the Empire. The Mail thinks it is highly patriotic in this outburst, but it is only affected with a bad attack of political partizanship.