

DAMAGED GOODS SALE

SALE STARTS MONDAY, JULY 20th.

\$4,000 Worth of Goods Damaged by Water to be Sold

300 Men's and Boys' Flannel and Tweed Suits, slightly damaged. 50 dozen Regatta and Looping Shirts. 30 dozen Latest Style Hats. All Hats and Suits damaged by water will be sold at half price. All damaged Shirts will be sold at 50 cents each.

B. W. Williams & Co., 68-70 YATES STREET

Table with columns: Domestic, Foreign, Total. Values in dollars and cents.

Table with columns: Rev., Other Rev., Total. Values in dollars and cents.

Recalled by the box by Gen. ... further questions ...

... of the ... of the ... of the ...

ROBERTSON CAPSIZED AND HE WAS LOST

Misadventure as Told in a Sydney Paper.

... from Australia of the ... of Capt. John Robertson ...

... and Etar of June 16th says ... by drowning of Captain ...

... Stella, of about five tons ... towed from Cape Moreton ...

... after for some time, therefore ... reluctantly set sail for Cape ...

... After fruitlessly cruising ... for some time, therefore ...

... decided to call at Brisbane ... the sad occurrence to the ...

... Forrester, shipping master, ... also made to the water ...

... of a dispatch to the ... says the Norwegian police ...

... is considered alarming ... movements of these boats ...

RESULTS OF EXAMS. IN THE PROVINCE

NOBODY CAME NEAR VICTORIAN'S TOTAL

About a Hundred Marks Ahead of His Nearest Rival—Complete Returns of the Test.

(From Saturday's Daily.)

Below are published the results of the High school entrance examination for this city. The list will be productive of both joy and disappointment, but nevertheless its appearance will be a relief to all, terminating a period of suspense more or less trying to those who underwent the test.

The Boys' Central school has conspicuously distinguished itself. The Hibben Cup, which is awarded annually to the Victoria school making the highest average of marks for all the candidates who offer at both the December and June examinations, goes again as it did last year to this school.

The Governor-General's bronze medal presented for competition among the graded schools of Victoria city, was won by J. Don Herbert, a pupil of the same school. Master Herbert has the further distinction of making the highest aggregate mark in the province. J. D. Gillis has every reason to feel highly proud of the schooling his boys have made.

Boys' Central. Number of candidates, 25; passed, 21.

Table listing names and marks for Boys' Central candidates.

Girls' Central. Number of candidates, 28; passed, 14.

Table listing names and marks for Girls' Central candidates.

South Park. Number of candidates, 25; passed, 23.

Table listing names and marks for South Park candidates.

John H. Emery ... 500

Victoria West. Number of candidates, 10; passed, 8.

Table listing names and marks for Victoria West candidates.

Rural Schools. Cedar Hill. Number of candidates, 4; passed, 2.

Table listing names and marks for Cedar Hill candidates.

Central. Number of candidates, 25; passed, 21.

Table listing names and marks for Central candidates.

NANAIMO. Number of candidates, 20; passed, 13.

Table listing names and marks for Nanaimo candidates.

CUMBERLAND. Number of candidates, 16; passed, 11.

Table listing names and marks for Cumberland candidates.

Dawson—Second Division. Number of candidates, 36; passed, 23.

Table listing names and marks for Dawson—Second Division candidates.

Evo V. Owens ... 640

Strathcona. Number of candidates, 24; passed, 18.

Table listing names and marks for Strathcona candidates.

Central. Number of candidates, 25; passed, 21.

Table listing names and marks for Central candidates.

NANAIMO. Number of candidates, 20; passed, 13.

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CUMBERLAND. Number of candidates, 16; passed, 11.

Table listing names and marks for Cumberland candidates.

Dawson—Second Division. Number of candidates, 36; passed, 23.

Table listing names and marks for Dawson—Second Division candidates.

Josephine A. Bourne ... 501

New Westminster—Boys'. Number of candidates, 13; passed, 11.

Table listing names and marks for New Westminster—Boys' candidates.

Rural and private. Number of candidates, 24; passed, 18.

Table listing names and marks for Rural and private candidates.

NANAIMO. Number of candidates, 20; passed, 13.

Table listing names and marks for Nanaimo candidates.

CUMBERLAND. Number of candidates, 16; passed, 11.

Table listing names and marks for Cumberland candidates.

Dawson—Second Division. Number of candidates, 36; passed, 23.

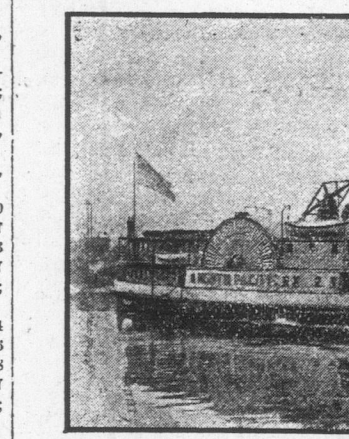
Table listing names and marks for Dawson—Second Division candidates.

SINKING OF THE NORTH PACIFIC

OLD-TIME STEAMER SINKS OFF TOWNSEND

Everybody Saved—Grave Charges Regarding Conduct of Officers—Life-Saving Facilities.

The old steamer North Pacific, Capt. Suddergren, struck on the rocks near Marrowstone Point just south of Fort Plager, at 2 o'clock yesterday morning while on her way from Seattle to Vancouver with passengers and freight, stinging along over boulders for a quarter of an hour, filling in the meanwhile, and finally sinking by the bow in deep water, leaving nothing but a small portion of the stern above water at low tide. Ten



of the fourteen passengers who were aboard her at the time reached Victoria from Port Townsend on the steamer Ma-jestic last evening.

When the tug came along side in response to the vigorous tooting of the whistle operated by a passenger, a number of passengers were taken aboard her. One of the passengers said the manoeuvre was successful, inasmuch as the wrecked steamer was drawn out of deep water, but as soon as the line was released she sank again. Down went her nose, and when last seen she presented a most undignified aspect, only about twenty feet of her after part being visible to the gaze.

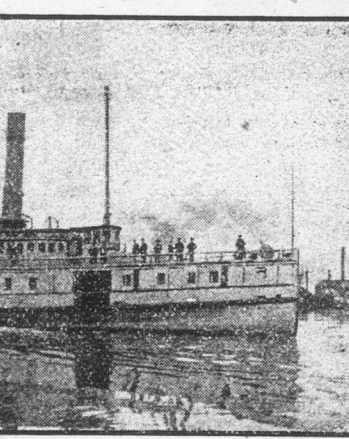
Henry Libak, a young man on route to Vancouver to work in a theatrical display theatre, gave his version of the wreck in the following: "I was sitting in the fore-cabin when somewhere about 2 o'clock a sudden shock threw me off the seats. After that I heard a grating sound as though the steamer was dragging over some rocks, and then she seemed to get into deep water again. I immediately began to take in water, and the passengers and crew tumbled out. With some passengers I got to work on one of the boats. We found canvas nailed down over it, and had to cut it away with an axe. The tackle on the davits was held by wire, and it took a long time to get that boat out. After this one had taken her load we went to the others and lowered them. I got off in one of them, and was picked up by the tug. There was no commotion on the steamer after she struck. There were only two women on board, and they were taken off in the first boat."

The same gentleman said that one of the passengers pulled the whistle wire in response to which the tug came along. A line was passed aboard the steamer, and the tug started to pull ashore. Unfortunately, however, the latter ran aground. Her captain called out to the North Pacific people to lower their anchor, which would have held her in position. This was not done, however, until she had sunk back to deep water. Mr. Libak said he didn't see any officers posing the passengers after the steamer struck, and he doesn't think they did. He comes out flat-footed with the statement that some of them were drinking even after she struck, and he is positive that some were under the influence of liquor.

L. B. Hicks, who was bound to the Terminal City "to spy out the land" (for another story), said he rushed out from his berth by the shock. He rushed out and after investigating the situation, he alarmed the two women. He then joined the other passengers in lowering the boats, which was only done after much difficulty. Axes had to be used to cut open the canvas, which had been nailed down on them. Altogether four boats were got out, Mr. Hicks got onto the tug. He was as well as the others, described the life belts as useless. One man had to use his neck tie to fasten his on. When he reached Port Townsend Mr. Hicks said he phoned to the agency in Seattle, but the man who answered his message wanted the passengers to come back to Seattle on the Mainlander. The latter refused, and demanded that he make arrangements to have them conveyed to their destination, via Victoria. They received no satisfaction in this direction, although eventually an arrangement was made by which they were brought over on the Majestic, while Capt. Troup undertook to convey them to Vancouver.

W. Ingram, who has lived in Vancouver for seven or eight years, said he was sitting in the aft cabin reading when he felt a shock as though the steamer had struck a log. The North Pacific was making about half speed at the time, the weather being cloudy. He went on deck and got to work on lifeboat No. 2, which they succeeded in lowering after some time. In this seven or eight were taken to the tug boat. The boat stood for four hours, expecting to take off the captain, chief engineer and a couple of others who had remained aboard. They, however, got off in their own boat shortly before 3 o'clock. The captain and others were picked up in the morning after having unsuccessfully attempted to find a landing. The shipwrecked crew were kindly cared for by Capt. Morgan, of the light-house near by. The Mainlander, which got out of her predicament without any difficulty, after considerable negotiations, took the passengers back to Port Townsend.

Two other young men, M. Randolph and H. Switzer, viewed that the lifeboat in which they escaped leaked considerably. They were left to mind the boat, which should have been in charge of an officer. The engineer and stoker they said were about to get in her, but changed their minds. Both these passengers say they saw members of the crew's conduct, and were under the influence of liquor. Randolph manipulated the whistle which brought the tug to their assistance.



The North Pacific.

The North Pacific was built in 1871, especially for the Victoria and Sound route. There had been fierce competition in the steamboat trade of the Sound in that year and a truce was effected by the payment of a subsidy of \$1,400 a month to Finch and Wright, in consideration of their withdrawal from the Olympia and Victoria route. The Stars control of that rich route, and they arranged to maintain the monopoly by building the North Pacific, a boat which retained her prestige longer than any other Puget Sound steamer, with the possible exception of the Eliza Anderson. The North Pacific was launched at San Francisco on May 18th, 1871, and arrived at Olympia June 14th, 1871. With such comparatively economical, as well as well equipped craft, the Stars decided they could work against any opposition which might arise, and accordingly discontinued the subsidy to the owners of the Olympia, which in a very short time was back on the route. Then began one of the greatest struggles in steamboating that the Sound has yet seen. Captain Starr opened hostilities with a grand free excursion on June 29th. Two days before he raced the North Pacific against the Olympia, making the run from Victoria to Port Townsend in two hours and a half, beating her rival by half a mile. The Stars kept the owners of the Olympia, which in 1876 she raced with the steamer Dakota, making the trip to Port Townsend in two hours and a half, beating her rival by half a mile. The Stars kept the owners of the Olympia, which in 1876 she raced with the steamer Dakota, making the trip to Port Townsend in two hours and a half, beating her rival by half a mile. The Stars kept the owners of the Olympia, which in 1876 she raced with the steamer Dakota, making the trip to Port Townsend in two hours and a half, beating her rival by half a mile.

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