Wilfrid's Birthday

Congratulations Sent to he Premier by His Friends.

ustice Tachereau to Be rn in Today By Lord Minto.

Orme's Fine Warerooms royed By Fire—Canada at Japan.

Own Correspondent.

, Nov. 20.—This is Sir Wilfrid birthday. Many telegrams t to him congratulating him. overnor-General will come from tomorrow for the purpose of in Sir Henri Taschereau as tice of the Supreme court. autiful music rooms and store of me & Son, on Sparks street, one nest business establishments in were completely destroyed by evening. The loss of stock and is placed at $125,000, with inamounting to $70,000, spread umber of companies.

Johnson, Dominion statistician, ring a series of descriptive tabe shown at the Japan industrial n in illustration of the progCanada in recent years.

ONS AT GRAND FORKS.

dge Instituted at Grand Forks.

Forks, B. C., Nov. 20.—Hardodge, U. D. A. F. & A. M., tituted here last night by the Deputy Grandmaster, George ring, of Rossland, assisted by from Phoenix, Greenwood, Rossland and Republic, Wash. siting brethren were in attendthe officers are as follows: John od, worshipful master; George , senior warden; W. A. Cook, warden; P. D. McDonald, senon; F. A. Sinclair, junior deaN. Galer, treasurer; H. C. Kersenior steward; H. H. Spinks, steward; Peter McRae, tyler. e installation ceremony a banis held at the Yale hotel.

ISTOLS DENOUNCED.

s Prefer to Murder Each Other With Swords.

Nov. 20.—Sixty-seven students' with a membership of 2,300, Berlin University, the Technistute, and other institutions in held a great meeting this evenhe Philharmonic hall, against els with students and officers. ol was denounced as a weapon, eword was declared to be prefstanding upon a higher moral nd being a more chivalrous The speakers pointed out that nan Emperor had repeatedly adte officers to practise with and to settle their affairs of th that arm; but the officers obthe ground that the sword is not ough to wash their stained ont. The meeting finally adopted on asking the Minister of War he students' committees an equal th the officers' courts of honor g difficulties between the stuand the officers. The resolution ed the minister only to permit of pistols in the case of grave sults, and when one of the parphysically unable to fight with rd.

NY ON U. S. WARSHIP

Eight of Crew of Isle de uzon Are Placed in Irons.

gton, D. C., Nov. 20.—The Isle n, one of the Spanish gunboats as visited at Manila by Admiral Dewey ute to New York with 48 of in irons. The vessel, which doing guard duty in the es for about three years, startly for New York, proceeding anila via Singapore. Advices indicate that on the trip to e some of the machinery worky, creating panic among the d causing a mutiny. The re the placing of 48 of her crew

ENITENT RETURNS.

o Stole Money Gives Himself Up.

on, Ont., Nov. 20.—(Special)—Fox, who skipped out two years $124 of his employer's money, rned and given himself up.

HEAD OF QUEEN'S.

, Nov. 20.—(Special)—Dr. Gor-Halifax College, has accepted pralship of Queen's University, succeeding Principal Grant.

RRIE NATION AGAIN.

om Kansas Breaks Loose at Horse Show.

ork, Nov. 20.—Mrs. Carrie Na-e loose at the horse show this . She harangued the multitude vils of overdress, attempted to bottle of champagne, and finaected from the building by the Mrs. Nation entered the garden d took a seat in the tier. She there only a few minutes gaze rested on the box where the Vanderbilt family were She studied her programme descended to the promenade oning herself in front of the t box she delivered a tirade ess. In the box were seated red C. Vanderbilt, Reginald t and Miss Nielson. Alfred t was leaning against the rail menade, and did not see Mrs. proach. "You ought to be of yourselves," the woman at them. "You ought to e wear such disgraceful clothe them off at once and attire more modestly." The police out of the building, as Mrs. kirts disappeared a couple of en gathered in the lobby and od Morning Carrie," and the side took up the refrain.

Monorail Railways

Local Company Formed to Introduce the System Throughout Canada.

Will Solve the Transportation Problem in the Mountain Districts.

Yesterday's British Columbia Gazette contained an application for incorporation of the Monorail Railway company. The company is also applying for incorporation under a Dominion charter, and will probably be called the Canadian Monorail Railway company. It will also secure provincial charters in order to fall within local conditions with regard to rights of way, land concessions, etc. The company proposes to begin its operations in this province. Outside capitalists are interested in the scheme, and negotiations for raising the necessary funds are sufficiently advanced to warrant the confident expectation that at least one line will be completed next year.

The monorail system is not intended to compete with existing railways, but to supplement and act as feeders to them in parts of the country where regular standard guage roads would be too expensive, or where natural obstacles would preclude their construction. The company also propose to furnish light and power to mines, and thus assist in creating business in the haulage of supplies and ores in otherwise inaccessible places.

Mr. Frank Moberly, C. E., is the prime mover in the scheme, having made an exhaustive study of the monorail systems of the different countries in which they are used, and adopted their best principles to the wants of British Columbia.

During the last six years Mr. Moberly has been considering the question of cheap transportation for ore and mine supplies, as during that time he has had the opportunity of examining a large part of this province, from the Eastern boundary to the Pacific Coast, and has seen so many large ore deposits unworked for want of cheap transportation, most of them being so situated that they cannot be reached by the ordinary railroad or tram, so that he concluded that a system of monorail roads operated by electricity would be a solution of the cheap transportation problem. The system which he proposes is a modification of what is known as the Lartique system, and a road of that design has been in operation for some 16 years between Ballybunion and Listowel, in Ireland, with satisfactory results. It is, however, operated by steam.

The cars to be used will vary with the requirements of each locality, and can be utilized for the carriage of passengers, ore, or general freight.

The motive power will be electricity, which can be generated anywhere by water power, of which there is abundance waiting to be developed, and besides operating the railway, power can be supplied to mines, or other industrial enterprises that may require it.

In the majority of cases the power can be developed at or near the initial point of these railroads, thus greatly facilitating construction work.

The main features of this system of monorail are the cheapness of construction, maintenance, and operation as compared with the ordinary railway, due to Rabbinic and New wTestament obstruction by snow—a great feature in mountain work. All heavy grading and other costly work incidental to railway building in a mountainous country will be avoided.

There can be no reasonable doubt as to the practicability of this system, nor to the enormous influence it will have in the rapid development of the vast ore bodies of this province. There are certain features of the system which Mr. Moberly proposes to patent.

The monorail system was first patented in 1821, and in 1825 was used successfully on the London docks. It was adopted in the Pennsylvania coal regions in 1864 and the Irish road, already mentioned has been in successful operation since 1886. The idea, therefore, is not a new one, nor is the proposed railway an experiment, for it has been in actual and profitable use for many years, but Mr. Moberly has devised certain modifications and improvements which will add greatly to its value.

The monorail system is peculiarly adapted to British Columbia, as it can be constructed and operated where the standard railway would be out of the question, and the matter of gradients and curves presents little or no difficulty.

Pioneer Society.—The annual meeting of the Pioneer society for the election of officers for the ensuing year will be held at Pioneer hall, Broad street, on the evening of Wednesday, December 3.

Naval Porjects of Japan

The Report That a Station is to Be Established at Esquimalt.

Japan Proposes To Increase Navy By Addition of 85,000 Tons.

Among the passengers who arrived on the steamer Tosa Maru was Capt. Tada, a Japanese naval officer. He said he had heard the report before leaving Japan that the imperial government were considering the establishment of a naval station on this side of the Pacific, but could not give any further particulars regarding the scheme, which will no doubt be undertaken under arrangement with the British government.

In connection with this report of the establishment of stations at Esquimalt and in European waters by Japan, news was received by the steamer Tosa Maru that the exact strength of the proposed addition to the Japanese navy, in the new naval expansion scheme, which has just been decided upon by the Japanese cabinet, is put at 85,000 tons. The Kokumin—the Japanese journal which supplies these figures—states that this tonnage consists of 3 battleships of 15,000 tons each, 3 first class cruisers of 10,000 tons each, and 2 second class cruisers of 5,000 tons each. This scheme is to be carried into effect for ten years beginning with the 1903-4 fiscal year, and with the yearly appropriation of about eleven and a quarter yen to be procured by continuing the existing rate of land tax instead of restoring it in the said financial year to the original rate. As the continuation is to commence, therefore, from the 1904-5 fiscal year, that is a year later than that in which the naval programme is to come in force, the appropriation for the first year of its execution is to be procured from some other source other than the land tax. As to the yearly appropriation of six and a half million yen on account of the fleet maintenance, that is to begin from the 1904-5 fiscal year, and is therefore apparently unavailable for the first year of the expansion scheme. Another point worth mentioning is that the Japanese authorities are determined to build cruisers at home, as the Kure naval yard will have its arrangement completed in time.

The following is a list of the cruisers, gunboats and torpedo boat destroyers which are now in course of being built in Japanese naval shipbuilding yards at Yokosuka, Kure and Sasebo:

Niitaka—Third class cruiser; displacement, 3,420 tons; armament, 20 guns; speed, 20 knots; where building, at Yokosuka; date of completion, in December, 1903.

Tsushima—Third class cruiser, 3,420 tons, 20 guns, 20 knots, building at Kure, and to be completed in March, 1904.

Otowa—Third class cruiser, 2,900 tons, 14 guns, 21 knots, building at Yokosuka, and to be completed in October, 1904.

Uji—Gunboat, 620 tons, 7 guns, 13 knots, building at Kure, and to be completed in July, 1903.

Harusame, Murasame, Hayatori and Asagiri—Torpedo boat destroyers, building at Yokosuka, and to be completed in February, 1903.

Besides these warships, 9 torpedo boats are now building at Kure, 4 at Kawasaki, 4 at Yokosuka and 3 at Sasebo, in all 20. They are said to be completed betwen October, this year, and March, 1904.

Official Gazette Announcements

Tenders Called For New School Houses—Gordon River Road.

New Companies—Notice of Application For Charter For Monorail Railway.

The British Columbia Gazette, published yesterday, contains the following new announcements and notices:

The office of the Mining Recorder for the Lardeau mining division, has been removed from Comaplix to Cambourne.

Tenders are invited for the building of school houses at the following places:

North Vesusius.

Ebolt.

Vernon High school.

Tenders are invited for the purchase of old bridge material at Eburne, consisting of about 110 tons of cast and wrought iron.

Notice is given of the establishment of the Gordon river road, as follows: Commencing at a point at high water mark on the west side of the Gordon river, at the mouth of said river, in the S. E. ¼ of section 11, township 11, Renfrew district, and opposite Indian reserve Pa-chee-na No. 2; thence following the centre line of the existing Gordon river trail, constructed by the government of British Columbia, having a width of 33 feet on each side of said centre line of said trail through the S. E. ¼, N. E. ¼ and N. W. ¼ of section 11, S. W. ¼ section 14, and the S. E. ¼ and N. W. ¼ section 14, all in township 11, Renfrew district.

Certificates of incorporation have been issued to the following.

The British Columbia Junk & Hardware Co., Ltd., capital $5,000 in $10 shares. To purchase and carry on the business heretofore conducted by M. Burnes & Co., Johnson street, Victoria.

The Sutton Lumber & Trading Co., Ltd. Capital $100,000 in $100 shares.

The Uculet Mercantile Co., Ltd. Capital $15,000 in $1 shares.

The International Harvester Company of America, has been registered as an extra-provincial company. The head office of the company is at Milwaukee, and the provincial head office at Nelson. The capital is $1,000,000 in $100 shares. Robert W. Hannington, of Nelson, is attorney for the company.

A licence has issued to the Canadian Real Properties, Limited, to carry on business within the province. The head office of the company is in England, and the provincial head office at Kamloops, with Roland H. Alexander as attorney. The capital of the company is £43,000 in £1 shares.

Placer mining claims in Alberni, Cayoquot and Quatsino are laid over until May 1, 1903.

Charles H. Lugrin gives notice that application will be made to the Legislative assembly of the province of British Columbia at its next session for an act to incorporate a company to construct, equip, maintain and operate railways upon the Mono-rail system, to be operated by steam or electricity, in the province of British Columbia; to construct and operate telegraph and telephone lines; to generate electricity for the supply of heat and power and to dispose of the same; to acquire water rights from the Crown or from private individuals; to exercise the powers conferred by the laws of British Columbia upon power companies by parts IV. and V. of the Water Clauses Consolidation Act, 1897"; to expropriate lands for the use of the company; to acquire timber limits and leases; to build and operate saw-mills; to acquire and hold real estate and dispose of the same; to build dams, flumes, ditches, canals and other water ways, and to collect tolls for the use of the same; to build and maintain bridges, roadways, ferries, wharves and docks, and to collect tolls for the same; to acquire mines, mineral claims and interests therein, and work, operate, develop and sell the same; to build, purchase or otherwise acquire and maintain steamships or other vessels and to operate the same; to make traffic arrangements with railways, steamship or other companies or individuals; to construct, maintain tunnels for mining purposes; to receive bonuses, subsidies, privileges or other aid from any government, municipality, company or individual; to build, maintain and operate smelters or other works for the treatment of ores or minerals; to issue debentures, debenture stock and negotiable instruments and other securities; to acquire patents or licences in connection with patents; to promote companies and all other powers incidental to the above objects.

HANGS TODAY.

Henry Rose Dies on the Scaffold This Morning.

Nelson, B. C., Nov. 20.—(Special.)—All preparations for the execution of Henry Rose, which is to take place tomorrow morning at 8 o'clock, are complete. The prisoner still maintains perfect composure, and to the few who have been allowed to see him, protests his innocence, and states that he will go to the gallows coolly and die like a man. Nels Demars, the old man who was with Cole and Rose at the time of the affair returned to the city today after a long prospecting trip.

WINNIPEG ASSIZE.

Rejected Lady Wants Her Feelings Soothed.

Winnipeg, Man., Nov. 20.—(Special.)—The Winnipeg assize court was occupied today with the suit for $5,000 damages for breach of promise of marriage, brought by Alice Cockeril, spinster of Holmfield, Southern Manitoba, against G. Harrison, also of Holmfield. Harrison, it is charged, agreed to marry the lady last November, but this he failed to do, and last spring married another woman. Miss Cockrill now sues for damages.

John H. Lutes died suddenly today at Carman.

VENEZUELA ANGRY.

Relations With Great Britain Are Somewhat Strained.

Island of Curcoa, Nov. 20.—It is considered as remarkable that President Castro has not reassumed the functions of the presidency of Venezuela, which he gave over to the vice-president when he took the field prior to the battle of La Victoria. This delay on the part of the president is regarded by the diplomats as an indication that he is not satisfied that the revolution is over, although he informed the foreign ministers that it should be completely ended no later than December. The strain in the relations between Great Britain and Venezuela already great, has been intensified by the refusal of the British government to give satisfaction in the Bamrigh affair, and by the publication by the government of Trinidad of the decree announcing that the blockade of the Orinoco river ports declared by the Venezuelan government is null and of no effect.

A PARIS SENSATION.

Young Lady Killed in the Rooms of a Russian Singer.

Paris, Nov. 20.—Helen Gore, said to be an American, was killed by a revolver shot today in an apartment occupied by Jean de Rydzonski, a singer of the Imperial theatre, of St. Petersburg. De Rydzonski at first said Miss Gore committed suicide, but subsequently he declared the revolver went off accidentally.

Miss Gore, who was completing her musical education here, resided in the fashionable quarter of Passy. When found, the victim was unconscious and had a bullet wound over her right eye. Two doctors were summoned to attend her, but she died without regaining consciousness.

The police have accepted the theory of the young Russian singer, who was in the room at the time, that the shooting was the result of an accident during a scuffle for possession of the weapon. De Rydzonski comes of a rich and noble Russian family. He is the son of a Russian general, and has uncles who hold high positions in the government service. Miss Gore lived in the Avenue de la Grande Armee, not far from the apartment of the Russian, where the tragedy occurred. The affair has caused much excitement in that locality. Police are continuing their investigation and De Rydzonski is kept under surveillance.

Ellen Gore arrived in Paris on August 25 and registered at a boarding house, No. 11 Avenue de la Grande Armee, as Mrs. Ellen Gore, of New York. She does not appear to have had any relatives residing in Paris, but among the effects found in her room were several typewritten letters of recent dates bearing the heading, "Attorney Edward C. Butler Gore, Court of Mexico." These letters are of a strictly business nature, relating to property. The proprietor of Miss Gore's boarding house says she appeared to be a conscientious student. She worked hard at her musical studies and received few visitors.

It appears that M. de Rydzonski returned to his lodgings at 5 o'clock yesterday afternoon accompanied by Miss Gore, whom he took to his room. Half an hour later the report of a revolver shot was heard, and de Rydzonski rushed into the hall shouting for help. The proprietor of the house and several other persons entered the room and found Miss Gore lying on the bed, while the revolver was on the rug at the bedside. De Rydzonski's version of the affair is that while conversing with his visitor, he had occasion to pick up an article from the table, and inadvertently knocked off the revolver, causing it to explode. The bullet struck the lady and she fell backward on the bed in an unconscious condition. The commissary of police, who has charge of the case, says the story seems improbable, but that it is impossible as yet to say whether the case is one of murder or accident. Nothing has as yet been discovered to help in clearing up the mystery surrounding the affair.

According to a servant in de Rydzonski's house, Miss Gore paid frequent visits to the Russian, who, it is now reported, first said that she committed suicide, but afterward told the police that while holding the revolver in his hand, it slipped from his grasp and went off as it fell.

COUNTERFEITER ARRESTED.

Another Bogus Money Man Caught in Toronto.

Toronto, Nov. 19.—(Special)—Joseph Gentile was arrested here this afternoon. He is one of the gang of eight of the most expert counterfeiters who ever operated on the continent, seven of whom were recently captured in New York. The arrest was made by Flynn, United States secret service officer, and Detective Murphy, New York, who had traced Gentile to Toronto, after chasing him from New York, Chicago and Detroit. The prisoner was found in the kitchen of 353 Spadina avenue, making counterfeit Canadian 25-cent pieces. He had two 38-calibre revolvers and a dodger on his person, but was manacled before he had a chance to use them. In the kitchen were found a large number of counterfeit coins, United States and Canadian pieces, plaster of paris moulds and other equipment. Gentile was using the front part of the building as a fruit store, was doing a good business, and was unsuspected by his customers.

The Scheme of Would-Be Pirates

Tried to Steal a Schooner at Shanghai to Seek Buried Loot.

Three American Adventurers and Their Unique Fortune Hunt.

The steamer Tosa Maru brought the story of the hair-brained attempt of three United States soldiers of fortune to pirate the schooner Agnes, belonging to the United States consulate at Shanghai, and recover loot buried by one of them near Tien Tsin. The attempt failed and Plant, Smith and Brown, the trio, were arrested for that offence and tried in the United States consular court at Shanghai, and at the trial it was developed that Plant, in conjunction with others had led a band of Chinese robbers who looted villages near Tien Tsin, and Plant had made a cache of the loot secured by him in this venture in the vicinity of that city. He was captured by the Chinese authorities while engaged in raiding one of the villages and turned over to the United States consul at Tien Tsin. He was found guilty of looting, and was sentenced to four years imprisonment in the Shanghai jail. He was pardoned last May, and since then has been endeavoring to get back to the scene of his looting to recover the jade, silk, silver, and other valuables cached by him after his raids on the Chinese villages at the head of the Chinese brigands.

After being released from prison he secured employment with Atkinson and Dallas, architects and civil engineers of Shanghai, and remained with them a short time, before planning to steal the schooner Agnes, which belongs to Mr. Derby, of the United States consulate. He told his fellow prisoners, Smith and Brown, beachcombers, of the buried loot, and together they planned to steal the schooner. They went on board at night, beat the Chinese watchman over the head, and sailed the schooner seaward. The alarm was given, and Mr. Derby and others from the consulate followed with a steam launch, armed with Winchester rifles. The Agnes went ashore—the pirates had no charts—and they were captured. Had they been successful in getting away with the schooner their destination would have been towards Tongkin, where they intended to abandon the schooner and strike out for the place where the loot was buried. As the prisoners will be deported to the United States at the conclusion of their terms of imprisonment, it is likely that the hidden loot will remain buried for some time to come.

HON. W. C. WELLS BACK FROM OTTAWA

Satisfactory Conference With Dominion Government Over Bridge Subsidy.

Hon. W. C. Wells, minister of lands and works, returned yesterday evening from his visit to Ottawa and Eastern points. Mr. Wells is in excellent health and appears to have benefited very much by his trip.

To a Colonist representative who interviewed him yesterday evening, Mr. Wells expressed himself as quite satisfied with what had been accomplished as a result of his visit to Ottawa on official business. He visited the federal capital to discuss with the government the question of a subsidy to the Westminster bridge, and came away with the assurance that proper aid will be forthcoming. It is anticipated that the government will be willing to aid the enterprise to the extent of $250,000, and with the knowledge that the legislature will make a supplementary grant, the provincial government will be enabled to proceed with negotiations with a railway company for the erection of the bridge, thus relieving the government of the contracts which they have made thus far.

In any such arrangement, of course, the public interests, which have been safeguarded by the provincial government, will be conserved, and the onus of building the bridge would fall upon the company taking over the construction.

While declining to state what particular company was likely to take over the bridge, Mr. Wells admitted that there are two different companies which are making the proposals to relieve the government of the expenditure.

In reply to questions, Mr. Wells stated that any such transaction would, of course, require to be ratified by the legislature. "In the meantime, however," said he, "if arrangements are completed, the government will be relieved of any further expenditure in connection with the bridge.

"In any arrangements which the government might make with a railway company public interests and the rights of other companies in the way in running powers will be thoroughly safeguarded."

Victoria Sails For the Orient

Chinese Commits Suicide in Tacoma Because He Was Taken Ashore.

Mozambique Reaches Port—Fears For the General Siglin of Seattle.

(From Saturday's Daily.)

Steamer Victoria, Capt. Panton, sailed for the Orient from the Outer docks yesterday morning, and she had not only a large cargo, but a large number of Chinese, including 15 who were deported by order of the United States government, and in this connection a tragedy occurred. One of the Chinese ordered deported, Jung Clong Kung, aged 30, committed suicide by hanging himself at Tacoma. The Chinese was sent from Seattle and placed on board the steamed by mistake, and when the mistake was discovered, he was taken off the steamer. Jung resisted leaving the ship, asserting that he wanted to go back to China, and declared to Marshal Dewisson that he would not return to Seattle. When placed in the jail he was still murmuring. He hanged himself with a small piece of cord taken from his clothing.

The Chinese passengers of the Victoria were bound home to spend New Years, and in number these are 125 of them. Most of them are making the voyage at the sacrifice of what, to them, is a vast amount of money.

The Victoria was loaded "full up" with a general cargo, the most valuable portion of which is cotton. The cotton is for Kobe and Yokohama and there are 2,800 bales, valued at $140,750. For Hongkong and Kobe she takes 1,032 barrels of flour, valued at $4,096. She also has a large number of consignments of general merchandise for various ports, including several thousand dollars' worth of domestics for Shanghai. Captain John Panton will have as guests the following first class passengers: H. A. Perkins, for Yokohama; F. Mason and wife, for Hongkong; H. Schuchard, for Shanghai, and Mattie Long, Catherine Earl and Florence Williams, for Bombay. The three latter named are missionaries returning to the work in the Oriental countries.

MOZAMBIQUE ARRIVES.

Her Master Tells of Storm Encountered En Route.

The British bark Mozambique, which was reported after encountering a terrific gale off New Zealand by the ship Galgate, on that vessel's arrival here, has reached Tacoma. Capt. McCrone, of that vessel, gives further particulars of the storm. He says the worst storm he ever saw in his 25 years' experience at sea burst over his ship September 5, while on his way here and voyaging between Australia and New Zealand. The barometer had been dropping for several days, until on the day of the storm it registered 27.90. The wind died down, and a dead calm settled over the ocean. The captain knew what the portent meant and the ship was made snug for squally weather. At the end of half an hour a terrible roar was heard, and off in the northwest a black cloud began forming. A few minutes later the hurricane bore down upon the vessel. No attempt was made to hold the vessel on her course, but driven by the fury of the elements, the ship ran 48 hours before the gale. Mountainous waves washed over the poop deck, which is a thing Capt. McCrone says he never heard of in case of a ship running before a storm. The fortune of an open sea before the vessel was all that saved her from going down. A brand new sail was torn from the yards and made into ribbons. She will dock for repairs at Tacoma.

GENERAL SIGLIN OVERDUE.

Schooner From Seattle Causing Anxiety by Delay From Behring Sea.

The schooner South Bend is not the only schooner overdue from Behring Sea. The little trading schooner General Siglin is also overdue. There is some uneasiness concerning her despite the assurance of her owners, the Behring Sea Fish & Transportation company, that she is safe, having been delayed simply by bad weather. The Siglin left Seattle last spring for Behring Sea. She intended first to make fish locations. Equipped with a fish freezing and cold storage plant, it was proposed to catch salmon, freeze them as soon as taken, and place the product in cold storage for shipment to the Hamburg market. After making her fish locations the Siglin on September 3 proceeded to catch her cargo of salmon. In a short time she brought up on a sandbar at the mouth of the Kuskokwin. There she hung for 30 days. Then she pulled off, probably about the middle of October, and began fishing again. That is the last definite information at hand concerning the vessel. As the salmon season was practically over before she got off the Kuskokwin bar there was no particular reason for remaining in Behring Sea very long.

The schooner Seven Sisters, which arrived at Seattle on Wednesday, reports having sighted a schooner off the north end of Vancouver island, which might be either the South Bend or the missing General Siglin.

The Siglin has had a checkered career. Over five years ago she was picked up a derelict in Alaskan waters with her dead master lashed to the wheel, the rest of her crew having been washed overboard and drowned. Before and since she has had many narrow escapes.

amongst them being the wife of Capt. Cole, master of the South Bend. The Quadra reports that there is a very heavy sea outside, although not much wind is blowing. No further news was brought regarding the wreckage found on the Coast.

The crew of the Quadra are of the opinion that the schoner was too large to be the South Bend, being about the size of the Ariella, and they believed her to be an American fishing schooner.

Although the South Bend is late in returning from the sea, those conversant with the conditions believe that she will reach port in safety, for the schooner would have difficulty in working Southward after calling at Omnak island for fuel and food, the southeasterly wind which has been prevailing for the past month keeping her from making any speed in coming South. Her owners are sanguine that she will arrive. The crew of the schooner was made up of 15 white men, with Capt. Cole of this city in command. The names of the crew are: George Wells, mate, a native of Nova Scotia, 36 years of age; G. E. Davies, cook, a native of Cardiff, aged 41 years; John Wells, a native of Provost island, aged 28 years; Ole Hansen, a hunter, a native of Denmark, 31 years of age; James Cafferty, hunter, a Swede, 18 years of age; Winamote, a Japanese, employed as able seaman; Citeromiara, another Japanese seaman, 23 years old; Arthur Gregg, boat puller, aged 37, a native of Glasgow; Bob, a Japanese seaman; J. Cameron, seaman, 37 years of age; O. Halwood, seaman, aged 37 years; H. E. Behitt, seaman, aged 32 years; G. Gwison, seaman, aged 22 years; E. Budden, seaman, aged 26 years.

A BROKEN PLATE.

Divers Discover the Injury to Steamer Edith.

The steamer Edith, which arrived at Port Angeles convoyed by the tug Pioneer, just in time to be beached to avoid foundering, has a broken plate in her hull, which caused her leak. This fact was determined by the divers, but they could not definitely determine the location of the plate. Her owners have been advised and word is expected from them regarding the repair work. It is expected that she will come to Esquimalt.

"Few men are as good as they pretend to be." "Well, what of it? Few men want to be."—Judge.

Local News

Sale of Real Estate.—Mr. Hardaker, the popular auctioneer, sold the Trounce property yesterday, consisting of 140 feet on Superior and running through to Michigan street, for $3,950. The purchaser was Mr. Gus Kercheimer.

Hamms-Hall. — Captain James G. Haams was united in marriage to Miss J. Miller Hall yesterday afternoon by the Rev. Mr. Clay, at St. Andrew's Presbyterian church. They were accompanied by Capt. Gullin and Miss May B. Oliver. The bride and bridegroom left for the Sound, where they will spend their honeymoon.

Board of Trade.—At the meeting of the Board of Trade, which is to be held this afternoon at 3.30, a large amount of interesting business is to be dealt with. Among the interesting items which will come up for discussion is the expediency of the city of Victoria acceding to the request of Capt. Bernier for a bonus for building and equipping a ship here for the trip to the North Pole.

Railway Directors.—The statutory meeting of the Victoria & Sidney Railway company was held yesterday morning for the purpose of electing directors for the ensuing term. All the old directors were re-elected. There is nothing new to be said regarding the progress of the negotiations between the city and the company for an extension of time in carrying out the terms of the contract originally entered into.

The Chinatown Affair.—Fuong Wong, alias Wong Foong, accused of attempting to murder and rob Look Den, was brought up in the police court yesterday morning, and the case was adjourned until this morning, as the accused wished to retain counsel. He had been waiting for his friends to act, but the friends were scarce and he acted himself. Mr. Frank Higgins has been retained for the prosecution.

Posting Notices.—The S. P. C. A. are displaying in all prominent places throughout the city printed notices proclaiming the fact that a reward is offered for the apprehension of parties who are guilty of the offence of poisoning or ill-treating dogs. A reward of $10 is offered for information which will lead up to the conviction of the guilty parties. The society is moved to take this step because of the numerous cases of dog-poisoning which have been reported recently.

Taylor-Wessel.—Yesterday afternoon at 4 o'clock a quiet, but very happy event took place at Christ Church cathedral, when Hugh Taylor, of Vancouver, and Miss H. A. Wessel, of Saturna Island, were united in marriage by Rev. Canon Beanlands. The bride was given away by her father, J. Wessel, and William Lindey acted as best man. The young couple left by the steamer Majestic to spend their honeymoon in the Sound cities.

Obituary.—The remains of the late Mrs. Clara Baker were laid to rest yesterday afternoon. The funeral took place from the family residence, No. 65 Pembroke street, at 2:30 p. m. Services were conducted by the Rev. H. J. Wood at the residence and the grave. The very large attendance of friends, and the many beautiful floral designs testified to the esteem in which the deceased lady was held. The following gentlemen acted as pall-bearers: Messrs. R. Carter, J. Walsh, L. Dickerson, J. Nicholson, J. Meldram and R. John.

West Coast Fire.—Among the passengers who arrived from the West Coast yesterday afternoon on the steamer Queen City was Moses McGregor, whose store and hotel building were destroyed by fire the other day at Port Hughes. Mr. McGregor says the fire started at noon in an inexplicable way, and he had only time to save a few personal effects. There was no insurance on the buildings or contents, and consequently Mr. McGregor's loss will be quite heavy. He is undecided as yet whether to rebuild or not.

Bernier's Proposal.—A representative of the Colonist took occasion yesterday to call the attention of a number of leading citizens to the expediency of Victoria adopting the proposal made by Capt. J. E. Bernier, the Arctic explorer, that this city should advance the sum of $15,000 for the purpose of ensuring the construction of his ship in this city. The majority of those interviewed were disinclined to have their opinions quoted, but expressed themselves as believing that the matter was worthy of serious consideration. It is likely that the subject will be brought up for discussion at this afternoon's meeting of the Board of Trade.

EX-GOVERNOR OF YUKON

Mr. Ross Returns From Southern California Greatly Improved in Health.

J. H. Ross, ex-governor of Yukon, returned from Southern California on Wednesday. Seen by a Colonist reporter yesterday, Mr. Ross said his visit to California had greatly benefited him, and his physicians say that with careful nursing and perfect rest, his health will be fully restored in a couple of months. He is looking much better than when in Victoria last, and although not so robust as before his illness, he has picked up wonderfully during the past three months. His right hand still troubles him. The arm is growing quite strong, but the fingers still lack power, and he has much difficulty in writing.

He has no intention of returning to Dawson this winter, as he frankly admits that the journey over the ice might jeopardize his life, but he feels perfectly confident that he will be quite strong and able to undertake the trip in the spring.

He acknowledges the fact that his absence at this particular time is a serious handicap to his election, but he has no doubt whatever as to the result of the campaign. "If I were on the ground," said he, "and in my usual health, I would beat Clarke two to one. I believe I would make him lose his deposit, but as it is, I think I can depend upon my friends to elect me."

Asked as to the report that he was to join the Laurier cabinet as minister of the interior, Mr. Ross was reticent. He said Mr. Sifton had made an announcement on the subject and intimated that had it not been for his illness, something in that direction might have been done.

Mr. Ross intends spending some time in Victoria, as the treatment which he is now undergoing is greatly benefiting him.

Pengwern Had Narrow Escape

Was Close to the Rocks of Vancouver Island During Gale.

Wreckage Drifts Ashore Near Carmanah—Tosa Maru from the Orient.

The British ship Pengwern, which was reported inbound in yesterday's Colonist, reached port yesterday morning with general cargo from Liverpool for Victoria, was dangerously near the Vancouver Island Coast during the heavy gale which blew from the Southeast on Sunday, in which the barkentine Newsboy had a narrow escape from stranding near Carmanah. The Pengwern encountered the gale on Sunday morning, when off the Vancouver Island Coast, wearing to enter the Straits. The wind blew a gale from the Eastward, and veering around to the Southeast, blew with terrific force. There was a mountainous sea, which swept the ship's decks, bent some stanchions and caused the big ship to labor considerably. She rode the storm well, and although a few stanchions were bent by the heavy seas which swept inboard, and the gale tore away some of her sails, as well as flooding her decks, the ship sustained no very serious injury, and as far as is known, her cargo was not damaged. The heavy seas were surging towards the Vancouver Island Coast, and the gale from the Southeast was also driving the vessel towards shore, in the vicinity of Cape Beale, and had not the wind decreased at an opportune moment and veered off shore, the ship would have been in a dangerous position, if, indeed, she had not been driven ashore.

During the big gale Capt. Griffiths, of the Pengwern, sighted two other vessels off the Vancouver Island Coast. One was a loaded American ship, presumably the ship Kenilworth, which is the only loaded American ship headed this way, and which is now fully due from Antwerp, with cement for Vancouver, and general cargo from Hamburg for Seattle. The other was an iron bark in ballast.

The Pengwern left Liverpool 132 days ago and had fair weather to the River Platte, off which storms were encountered, and the big seas tossed the ship about and swept her decks. Nothing was carried away. Thence to the Horn and around the Cape fair weather was experienced, and in the South Pacific the weather was comparatively good, but head winds hindered progress. When the vicinity of the Straits was reached, the weather was dirty and several gales were encountered, the heaviest being that of Sunday last, as already related.

The Pengwern has a full cargo, including a quantity of naval stores for Esquimalt, which will be discharged tomorrow, and after these shipments have been put ashore the vessel will come around to the outer wharf to discharge her miscellaneous cargo, including groceries, liquors, etc., which are consigned to R. P. Rithet & Co., for local merchants.

The Pengwern is owned by a company which has lost one of its ships off this Coast, and another in the vicinity of Portland. Four years ago the bark Dominion, owned by W. Thomas & Co., of Liverpool, owners of the Pengwern, left Honolulu for this port, and was never heard of again, but the finding of the remains of the name-board near where the Pengwern was dangerously close to the shore, tends to the opinion that she was lost off this Coast during the wintry gales. The Cape Wrath left Santa Rosalia for Portland three winters ago, and was lost off the mouth of the Columbia during the October gales, at the same time as the Andrada, which took on a pilot, Capt. Corder, at Astoria, on December 12, and, like the Cadzow Forest, which did similarly a year or two before, she was never heard of afterwards.

The Pengwern was here in January of 1901, when she discharged a general cargo from Liverpool at the outer wharf.

SHIPS SPOKEN.

Pengwern Sighted Number of Vessels En Route Out.

The British ship Pengwern sighted a number of vessels during her voyage. She signaled the ship Riverside, which arrived at Astoria with the good news that the overdue Clydesdale was safe, and a German bark, bound to San Francisco, was seen in the South Atlantic, as well as a French bark bound from St. Nazaire, France, in ballast for Portland, for, aided by the French bounty, the sailers flying the tricolor are enabled to come around the Horn in ballast, seeking for homeward freights. The Lady Wentworth, from Liverpool for San Francisco, was also seen in the South Atlantic, and the Bidston Hill, from Antwerp for Portland, was also spoken.

WRECKAGE FOUND.

Stern of Ship's Boat Marked "Eric Son, Cardiff," Comes Ashore.

A short time ago news was received from Carmanah Point of the finding of wreckage of a ship's boat, and now W. P. Daykin, the energetic light-keeper there, has found further wreckage after a search along the beach, on which the currents set the wreckage from lost ships each winter. Two miles West of the lighthouse the stern of a large ship's boat was drifted ashore. The wreckage of the boat, which was found lying on the rocks, is painted white, and the letters, "ERIC SON, CARDIFF," are painted in black letters on the boat's stern. Near this remnant of a ship's boat were found several long, new ash oars, all of which were broken. None of the oars which the sea had broken on the rocks showed any marks, but all had Manila sennit in place of leather. Included amongst other wreckage found was part of a mast, evidently the topmast of some vessel.

What vessel this wreckage comes from is a mystery, for as far as can be learned, no vessel of similar name to that painted on the ship's boat has been in this vicinity of late, other than the American schooner Eric, which sailed from Vancouver in August last for Junin with a cargo of lumber, and arrived at her destination on November 5. Shipping lists give but two vessels named Ericson, one an American schooner, which has not been in this locality, and the other a small British steamer engaged on the British Coast. As will be remembered, however, the M. E. Watson saw a lumber schooner on November 10 off Cape Flattery, which was having a hard time of it in the gale which prevailed then, and it may be that the boat was swept from her when she lost her deckload, as reported a few days ago by the master of the M. E. Watson. The identity of that vessel was not learned.