News of The Waterfront

Kaga Maru Arrives From the Sound and Sails For the Orient.

Steamer Hating Under Her Own Steam Has Reached. Vancouver.

The steamer Kaga Maru, after being temporarily repaired at Seattle, arrived from that port yesterday morning and after loading her cargo and embarking passengers sailed a few hours later, being the third liner to leave this week for the Orient. The steamer Aorangi came in last night from Vancouver, and after loading a consignment of British Columbia salmon at the Outer wharf, and embarking her Victoria passengers, sailed late last night for Honolulu, Brisbane and Sydney. The belated steamer Tees arrived yesterday morning at Union bay, and after loading coal there, sailed thence for Vancouver at 3 p. m. She reached Vancouver last night, and after landing part of her salmon cargo, she will come on to Victoria to land the balance. She does not sail north again until Monday night. The Cottage City, which was to have sailed yesterday morning for Alaskan points is delayed because of the repairs necessitated as a result of her accident. The City of Nanaimo arrived yesterday afternoon from Union and Nanaimo.

These were the only movements of steamers locally yesterday, but several sailing vessels passed in and out. The ships Admiral Tegetthoff, lumber laden from Chemainus for Antofagasta and the ship Blytheswood, laden with salmon for England, were towed to sea yesterday afternoon by the tug Sea Lion after completing their crews here. The salmon laden ship Havila also went to sea yesterday, being towed out from the Fraser river by the tug Lorne. The ship Edward May was towed up yesterday morning by the tug Rabboni, 18 days from San Francisco for Ladysmith, at which port she will load coal for a return passage to San Francisco. The ship Undaunted is en route from San Francisco to Chemainus, having sailed from the Golden Gate for the lumber port on October 11. The ship Santa, which is coming in ballast from Honolulu, did not leave the Hawaiian port until October 6, and is therefore not due yet. The pilots are watching daily for the arrival of the cargo-laden ship Garsdale, however. The Hawaiian Isles, now completing loading at Chemainus, is expected to be ready to sail within a few days.

The steamer Horda, being repaired in the dry dock, will not be ready to leave the dock for at least another week, according to her master. She is having two new plates put in her hull, and other plates are being straightened. The steamer Amur, being repaired on the Esquimalt Marine railway, was expected to leave the slip tomorrow, but it is not thought that she will be floated until next week. The steamer Nell, on Turpel's ways, is having new condensers put in and being overhauled and repainted. The Princess Louise is undergoing a thorough overhaul at Turner-Beeton's wharf. She will be ready in a couple of weeks to go on the New Westminster run.

KAGA MARU LIBELED.

Owner of the Elba Wants $25,000 Because of the Collision.

The steamer Kaga Maru, of the N. Y. K. line, which sailed for the Orient from the Outer wharf yesterday morning, was libeled before sailing from Seattle. She was seized by the United States marshal on a monition issued from the Federal court in an action for $25,000 damages commenced by M. Jebsen, of Hamburg, Germany, who alleges himself to be the sole owner of the German steamship Elba. The filing of the libel by Jebsen is the sequel to a collision which occurred last Tuesday afternoon near Smith cove, between his vessel and the Japanese steamship. Jebsen claims that the Kaga Maru was wholly to blame for the accident. He alleges that the stem of the Elba was badly smashed in by the bluff of the Kaga's bow, and that her hawse pipes were bent and broken, entailing a loss of $20,000, in addition to $5,000 for incidental expenses and $250 a day demurrage.

Jebsen alleges that the Elba, half loaded with 3,300 tons of wheat, was on her way from Tacoma to the Great Northern docks at Smith cove to complete her cargo when the collision occurred. He alleges that she had stopped her engines some time before colliding with the Kaga, and, in fact, had them working at full speed astern. The fog whistle was being sounded constantly, he says, and a sharp lookout ahead being maintained.

He alleges that three minutes before the collision occurred the Kaga appeared out of the fog on the starboard side of the Elba and a little forward of abeam, running at a speed of eight or ten knots, in spite of the fog, and not blowing fog signals. The Elba, he says, immediately blew three short blasts and again three. She was then, he alleges, making sternway. The Kaga, Jebsen alleges, did not slow down, stop or reverse her engines until too late to avert a collision.

Capt. Eckstrand, of the Kaga Maru, on the other hand says that he hugged the shore line and kept the whistle going continually. She was about three ships lengths from shore, and about a mile from port when he heard a whistle to starboard. It was not until the Elba appeared through a bank of fog that she was seen from the Kaga, and the Kaga was seen on board the Elba at the same time. The engines of each vessel were reversed, but the intervening space was small, and the Kaga could not get nearer to shore without becoming fast. Then the steamers came together, the bow of the Elba coming into the Kaga's starboard foc'sle.

The Kaga Maru was not severely damaged, a hole of about 10x5 having been made just abaft of the anchors. This was temporarily patched, and cement and timber placed behind the patched plates. Thorough repairs will be made at Nagasaki.

COTTAGE CITY ARRIVES.

The disabled Cottage City, as announced in the Colonist, arrived at Seattle in tow of the Alaska S. S. Co.'s steamer Dirigo. From the Gulf of Georgia the Dirigo had the towing assistance of the tug Tyee, which was despatched to the disabled craft as soon as the report of the accident was received. Both held a line on the Cottage City from that point until they reached Seattle harbor, when the Dirigo proceeded to her dock.

Capt. Wallace, her master, is unable to account for the mishap to the Cottage City. She was steaming along at a moderate speed through Fitzhugh sound, the water quite calm, when the thrust shaft snapped. This was about 9 o'clock the morning of October 14. Within half an hour he had anchored in 75 fathoms of water, running out 200 fathoms of cable. There the ship rested until she was picked up about 11 hours later by the Dirigo.

There were 227 passengers, including 18 Japanese, aboard the Cottaga City. Of this number probably 125 came from the Klondike. These included Jack Gregor, a pioneer of the Yukon, who took out a fortune of gold from the Circle City diggings prior to the discovery of the Klondike.

The Dirigo brought 77 passengers, and several tons of salmon from Southeastern Alaska canneries. The Cottage City had 16,000 cases of Yess bay salmon.

JOSHUA DAVIES

AUCTIONEER

Tuesday, October 29, 1901

AT 11 O'CLOCK A. M.

Under instructions from Messrs.

TURNER, BEETON & CO.

I will sell on their wharf for account of whom it may concern,

In Bond To Close Consignments

PORT

C. S. & Co., 30 20-Gallon Kegs, 35 10-Gallon Kegs.
L. D., three Quarter Casks, 4 Octaves., 35½ Octaves.

SHERRY

C. S. & Co., 14 20-Gallon Kegs, 22 10-Gallon Kegs.
L. D., 2 Quarter Casks, 4 Octaves.

CLARET.

29 Hhds Claret.

CHAMPAGNE.

14 Cases Quarts Champagne.

DOULTON'S WARE

2 6-foot Enameled Earthenware Baths; 1 5-foot 6-inches Enameled Earthenware Baths; 2 Closets complete, 118E; 1 Closet, No. 70, white cabinet; 3 Closets; 1 Green Tile Fire Grate; 1 Brown Tile Fire Grate; 4 Green Tile Fire Grates; 70 lengths 9-inch Pipe; 1974 lengths 3-inch V. G. Pipe; 164 lengths 6x6 T's; 107 lengths 6x6 Y's; 172 lengths 6-inch Bends; 169 lengths 4-inch Bends; 18 lengths 4-inch T's; 24 lengths 4-inch Syphon Traps; 30 lengths 3-inch bends; 75 lengths 3-inch T's; 67 lengths 3-inch Y's; 93 lengths 3-inch Syphon Traps; 15 Gully and Grids Pig. 13; 15 Reducers from 6 to 4 inches; 2 Automatic Syphons; 1 3-Corner Sink.

1 Lot Damaged Pipes

Palm Tubs

8 Japanese Palm Tubs

TERMS AT SALE.

JOSHUA DAVIES, Auctioneer.

JOSHUA DAVIES

AUCTIONEER

SPECIAL

AUCTION SALE

A SAMPLE INVOICE

—OF—

Oriental Wares

Personally selected for me by MR. GEORGE CARTER, will be sold by Public Auction (only), about the 19th November, comprising:

AWATA VASES, BLUE SATSUMA VASES, KYOTO BRONZES, CUSHION CVERS, THE WESTERIA SCREENS, CUT VELVET PICTURES, PERSIA SILK DAAPES, YAZEBA AND SHIRAZ PALACE RUGS, and selection of rugs from the most noted districts of Persia, INDIA, Sandalwood Boxes, and Jeypur Marble and Agra Ornaments.

These goods may be seen at the sample rooms of Mr. George Carter after Wednesday.

JOSHUA DAVIES, Auctioneer.

BORNEO IN A TYPHOON.

Capt. Raicich Tells of Her Storm-Tossed Trip in Oriental Waters.

Capt Raicich, master of the steamer Borneo, who, while his steamer was carrying coal between British Columbia and San Francisco made so many friends here, says the steamer Borneo, which since her arrival here from the Orient has been loading wheat at Tacoma, had a narrow escape from disaster during the first three days of last month, in the China sea. The Borneo was en route to Yokohama with oil from Batoum. When seven days out from her destination on the morning of September 1, the Borneo ran into a terrific typhoon, and for three days was at the mercy of the elements. When she arrived at Yokohama it was found that the sea had not only dented several of the Borneo's plates forward, but that the sun deck had been stove in, as well as one of the after hatches, and that seven doors to the officers' quarters had been carried away, and in one case driven clear through a skylight. Two lifeboats and a number of ventilators were swept by the board and terrific seas washed over the bridge. This was Captain Raicich's third experience in a typhoon, and the second in the Borneo, but he says that in all his many years at sea he never experienced such weather. It was necessary to expend $3,700 in Yokohama for repairs, before sailing for Victoria from which port he went to Tacoma.

THE SENATOR.

Another Survey to be Held Today—Owners Want But Temporary Repairs Made.

The owners of the British ship Senator, of Liverpool, are not desirous of having the work of thoroughly repairing the ship done at this port. Temporary repairs are, however, imperative, and these will be made to allow of her continuing the voyage to Liverpool on which she started in April last and returned in distress, after getting as far as Hilo on her way. The work of stripping, caulking and thoroughly repairing her, her owners wish to have done in Liverpool, her home port. It is not known yet, however, whether the programme will be carried out, for the plans hinge on a survey of the ship to be made at Esquimalt today by Capt. Mellon, of the Bureau Veritas (the French Lloyds) in which the ship is registered, and Capt. Collister, inspector of hulls, both of whom arrived from the Mainland last night.

When the ship arrived here in a leaking condition, after having such storm-tossed trips between here and Hilo and back again, she was surveyed by Capt. Harris of the ship Hawaiian Isles, Capt. Mellon and W. Turpel, and these surveyors advised that she be stripped and caulked and have other necessary repairs made. Then she was inspected by Mr. John McInnes, a Vancouver shipwright and another surveyor, and their recommendation was similar to that of the trio who first surveyed her. Later she was inspected by Capts. Collister and Clark, who recommended some repairs, although not so extensive as those recommended by the previous surveyors. The owners wish to load the 'tween decks cargo, put out some time ago, and after temporarily repairing the vessel, sail for Liverpool without the deck cargo, which will be disposed of here.

THE HATING FLOATED.

The C. P. R. Steamer Reached Vancouver Last Night Under Her Own Steam.

The C. P. R. steamer Hating, which was stranded on Jarvis islet, in Tucker bay, Lasqueti island, on Saturday last, has been floated and arrived at Vancouver last night under her own steam. A special to the Colonist from Vancouver says that she towed into that port the steamer Trader, which had been wrecking her, and on which was Diver McHardy and the wreckers from this city, who with Capt. Gosse and the officers of the Hating had charge of the work of floating the steamer. The Vancouver correspondent of the Colonist says the "Hating will go into dock at once, either here or at Victoria. The vessel is being kept clear of water by one pump, which handles about 70 gallons of water per minute."

Thos. Shaw, of this city, the well known iron worker who was a passenger on the Hating said yesterday morning that he believed that the Hating would be easily floated, in fact he thought that after the leaks had been repaired, and the coal shifted aft she would float off herself. No news has yet been received of how the salvage of the steamer was effected.

AORANGI SAILS.

Australian Liner Carries Good Cargo to the Antipodes.

R. M. S. Aorangi sailed last night for Sydney via Honolulu and Brisbane, after loading salmon and general cargo at this port for Australia. She had a fair cargo, including a quantity of machinery from Toronto for Sydney. The passenger list was as follows: Thos. Flem-English, Mrs. Ball and party, Mr. and Mrs. Turner, General Hogge, J. M. Ross, Mr. Beiks, Mr. and Mrs. G. W. Burston, Misses G. McKenzie, Mr. Singlehurst and family, Mr. and Mrs. T. W. English, Mr. and Mrs. Mason, Henry Lillman, Miss Boyd, Miss B. Boyd, Mrs. Turner, Mrs. C. G. Ballentyne, nurse and two children, Mr. Eastwood, C. T. Thompson, Mr. Ferguson, Mr. Potter, Mrs. Eastwood and children, Mr. Buckley, Mr. Hickor, H. Johnson, Jas. Johnson, Mrs. Ramsay, F. Man, R. T. Seymour, Mr. McTaggart, Thos. Schneider, F. A. Prochshell and child, Mr. Simpson, James Dan, W. Adamthwaite, E. Butler, Mrs. Hutchinson, Mrs. Sigate, Mrs. Southard, Mr. Giddings, Mrs. Simpson and children, Mr. and Mrs. Henderson and child, Mrs. Manning and child, Mrs. Smith and children, P. Tappir, Wm. Madders, J. Sheffield, A. Sheffield, C. Cole and party.

MAJESTIC IN COLLISION.

The Elba, the German steamer, which collided with the steamer Kaga Maru, which sailed from here yesterday morning, is truly an unlucky vessel, for the steamer Majestic, the Victoria-Seattle ferry steamer was also in collision with her during the fog. The Seattle Post-Intelligencer says: "In a dense fog the Victoria steamer Majestic ran into the German steamship Elba Wednesday off Smith cove. Beyond the Majestic splintering her stem slightly, no damage was done to either vessel. At the time of the accident the Majestic was moving slowly into the Great Northern dock to discharge salmon while the Elba lay at anchor."

TEES AT VANCOUVER.

Vancouver, B. C., Oct. 18.—(Special.)—Steamer Tees arrived at midnight tonight. She has 5,000 gallons dog salmon oil, 5,000 cases salmon for Victoria. Among her passengers were Messrs. Vowell and Carmichael, Dr. Powell and Mr. Valleau. She brought down considerable treasure but no news of importance.

RETAIL MARKETS.

There are not many changes in the market prices this week. Trade is reported to be very quiet. Eggs and halibut have slightly increased in price. The retail quotations follow:

Grain—	
Wheat, per ton	$30
Corn, whole, per ton	$35
Corn, cracked	$36
Oats, per ton	$35
Oatmeal, per 10 lbs	45
Rolled oats, B. & K., per lb	4
Rolled oats, B. & K., per 7-lb sack	35
Feed—	
Hay, baled, per ton	13@14
Straw, per bale	75
Middlings, per ton	$23 to $26
Bran, per ton	$21 to $23
Ground feed, per ton	$26
Vegetables—	
Potatoes, per 100 lbs	$1@$1.25
Cabbage, per head	2 @ 3
Cauliflower, per head	5 @10
Onions, per lb	3
Carrots, per lb	1½@ 3
Tomatoes, per lb	10@12
Green peas	5
Beet root, per lb	3
Lettuce, per head	5
Turnips, per lb	1½@ 3
Eggs—	
Fresh Island, per dozen	45
Eggs (store), per dozen	25
Cheese—	
Canadian, per lb	20
Butter—	
Cowichan creamery, per lb	35
Fresh Island butter	30
Delta creamery, per lb	35
Best dairy, per lb	25
Coffee—	
Jameson's Excel Coffee	40
Jameson's Victoria Coffee	35
Jameson's Crescent Coffee	30
Jameson's Epicure	25
Fruits—	
Cocoanuts, each	10@15
Lemons, California, per doz	25@30
Lemons, small, per doz	20@25
Apples, per lb	5 @ 6
Naval oranges, per box	30@40
California figs (black), 4 lbs	25
California figs (white, 3 lbs	25
California peaches	10
California plums, 3 lbs	10@12
Pears, per lb	3 @ 4
Poultry—	
Dressed fowl, each	75@$1
Dressed turkeys, per lb	25@30
Fish—	
Salmon	8 @10
Cod, per lb	8 @10
Halibut, per lb	8 @10
Smelts	8 @10
Flounders	6 @ 8
Crabs, three for	25
Bloaters	10
Kippers	12½
Meats—	
Beef, choice, live weight, per lb.	4 @ 5
Lamb, spring, fore quarters, each	$1
Lamb, cut up, per lb	20
Lipton's bacon	24
Lipton's ham	20
Veal cutlets	10@15
Hams, Canadian per lb	18
Hams, American	18
Bacon, Canadian, per lb	20
Bacon, American, per lb	20
Bacon, rolled	16
Bacon, long clear	15
Beef, per lb	10@18
Mutton	10@15
Pork, per lb	10@15

A THOUSAND PITIES

That everybody whose skin is on fire with some one form or another of Skin Eruptions, should not know of Dr. Agnew's Ointment. One application contro's the flame—a few applications cure.

Its a wonderful treatment in cases of blind, bleeding, itching and ulcerating Piles, Tetter, Salt Rheum, Scald-head, Ring-worm, Eczema, Itch, Skin Blotches, Pimples, Chronic Erysipelas, Liver Spots. Dr. Agnew's Ointment is specially efficacious as a Pile cure. Apply it before retiring for from 3 to 5 nights and a cure is assured. 47

Sold by Jackson& co., and Hall & Co.

Visitors to Victoria

Prominent Dominion Express Officials on Annual Tour of Inspection

Visit of Directors of New England Fish Co.—Smelter Men Here.

Among the arrivals from the Mainland last night were W. S. Stout, vice-president and general manager of the Dominion Express company, of Toronto; K. Ford, western superintendent, of Winnipeg, and Walter J. Kirby, traveling auditor of the company, who makes Vancouver his headquarters. The three gentlemen are on their annual tour of inspection and have just made a trip through the Kootenays. They will spend a few days in Victoria and then return east.

Accompanying the express officials as guests are Messrs. A. F. Rich and S. O. Covill, of Boston, directors of the New English Fish company, which carries on halibut fishing on an extensive scale in Hecate straits and Queen Charlotte sound. The two are on a holiday and enjoyed the trip through the Crow's Nest and Kootenay districts very much, being impressed with the marvelous natural beauties of the country and the numerous indications of progress which they marked during their tour.

Mr. Covill informed a Colonist reporter that his company had ordered a fast and commodious steamer to be built at San Francisco for service in the halibut fishery, but owing to the strike, the boat, which was to have been finished and turned over on October 1, is still in the stocks. In consequence the company was obliged to charter the Saga at Vancouver, and that staunch little craft was placed in commission this week and is now on her way to the fishing grounds.

The company up to the present has confined its operations entirely to halibut, with which it practically supplies the Eastern United States market, but it may possibly enlarge its scope in the future by shipping frozen salmon from the Columbia and Fraser rivers. Nothing definite has been decided as yet in this regard; in fact, the matter has not been more than casually discussed, but if conditions of trade warrant, it may be seriously considered, and the new industry be launched.

Messrs. Rich and Covill will visit Seattle early in the week and return to Vancouver, whence they will go East.

TOO GREAT A RISK.

It is dangerous to neglect a simple case of itching piles as the trouble is likely to become chronic and develop into fatal incurable fistula or cancer of the rectum. A single application of Dr. Chase's Ointment will quickly relieve the itching and burning sensation, and a few boxes will cure any case of piles. This standard ointment has probably relieved more suffering than any preparation you can mention.

YESTERDAY'S FUNERALS.

Late Mrs. Mason Had Resided Here Nearly Half a Century.

There was a large attendance yesterday afternoon at the funeral of the late Mrs. H. S. Mason, which took place at 2:30 from her late residence, Churchway, and later at the Reformed Episcopal church. Impressive services were conducted at the church by the Right Rev. Bishop Cridge, assisted by Rev. Dr. Wilson. The pall-bearers were: Col. Wolfenden and Messrs. P. R. Brown, R. B. McMicking, S Y Wootton E. E. Wootton and G. B. Martin. The late Mrs. Mason arrived in Victoria in 1853, when she was but ten years of age, coming around the Horn in the steamer Otter, of which her father, the late Mr. Horn, was chief engineer. Mr. Horn had been here previously as engineer of the steamer Beaver, the first steamer to round the Horn, and he returned to England to bring out the Otter for the Hudson's Bay Company. Mrs. Mason was the only surviving member of the family. She leaves an only son.

The funeral of the late Walter Morris yesterday was also largely attended. It took place from the family residence, Gorge road, to the Centennial Methodist church, which had been appropriately decorated with white flowers for the occasion. Many handsome floral pieces were sent by friends of the family and the church societies. The pall-bearers were: Messrs. J. A. Murray, W. J. Pendray, S. Johns, N. Shakespeare, W. A. Ward, H. G. Hall, W. B. Deaville and R. J. Ker. Rev. J. P. Hicks conducted the burial services at the church and graveside.

Floral pieces were sent by the following: Soldiers and Sailors' Home, Mrs. D. Anderson, Mr. and Mrs. Okell, Mr. and Mrs. J. Braden, Mr. and Mrs. A. J. McLellan, Women's Missionary Society, Officers and Teachers of Centennial Methodist Sunday School, Mrs. Harry S. Ives, Chas. F. Todd, Mr. and Mrs. W. B. Deaville, Mrs. John Black and Miss Baird, Mr. and Mrs. A. Jeeves, Officials of the Centennial Methodist Church, Mr. and Mrs. W. D. Currall, T. Kermode, C. J. V. Spratt, Mr. and Mrs. J Stevens and family, Mrs. K. Healey, H. F. Bishop, James and Mollie, Frank, Blanhce and John, Walter B. Deaville, Annie, Mr. and Mrs. H. G. Hall, F. H. and Mrs. Worlock, Mr. and Mrs. Kermode, Marchan and On Kee, Gim Fook Yuen and Pack Shaw, Dr. A. and Mrs. Humber, Mr. and Mrs. M. Humber.

HENNING'S CRIME.

Preliminary Hearing at Atlin of Man Who Slashed Wife's Throat.

Atlin, B. C., Oct. 8.—(Special.)—Mrs. Henning, the particulars of whose attempted murder by her husband I have already sent to the Colonist is still alive and the hopes of her recovery have strengthened. Under the skilful treatment of Dr. Harry Young she enjoys every advantage which medical care can bestow, but had she not been an exceptionally strong and healthy woman Mrs. Henning must have succumbed ere this to her terrible injuries. The prisoner, Harry Henning, was brought before the resident Magistrate, Mr. G. M. N. Woods, on Monday last and charged with attempted murder. Mr. C. Dubois Mason, K. C., conducted the case for the Crown, the prisoner being undefended. Several witnesses were examined, including the Gold Commissioner Mr. J. D. Graham, G. W. Bickle, J. Regan and Miss Foley. After their evidence had been taken the accused was remanded for eight days in order to allow the injured woman (if possible) to attend in court and give her evidence.

The facts as brought out in the evidence, go to show that the prisoner made a savage and determined attempt to kill his wife. About 1 p. m. on Sunday last Jas. Regan's attention was called to a disturbance across the street in Henning's restaurant, which is nearly opposite his store on First street. He shortly after went across to see what the trouble was, and found Mrs. Henning had managed to escape from her own house, and had taken refuge with Mrs. and Miss Foley, who live next door. Regan carried her from the kitchen in Mrs. Foley's house, to the sitting room, and placed her in a chair, and then went out to inform Mr. Graham of what had occurred. The Gold Commissioner immediately despatch L. W. Bickle to arrest Henning, and shortly after himself went down to the man's house, where he found that the would-be murderer was resisting desperately having armed himself with a cleaver in one hand and a razor in the other, with which he threatened any who approached him. He had secured the door also, but it was burst open, and Mr. Graham instantly entered, seized Henning by the collar, and dragged him forth and called upon the by-standers, in the King's name, for help to convey Henning to the lock-up. This help was promptly given, and the prisoner was carried struggling to the police station, where he was searched and then handcuffed and secured. The prisoner did not seem to realize the serious nature of his crime at first, but apparently does so now, as he is making somewhat tame attempts to pass himself off as insane. Owing to his violent conduct, he had had to be very firmly treated, and doubtless will shortly recognize the futility of his efforts to pass himself off as a lunatic. It was rumored yesterday that a judge might probably be sent up from Victoria, specially to try Henning, but it is more likely that the case will stand over until another summer, as there is no doubt he will be committed for trial when the present hearing is concluded.

From the appearance of the blood-stained robe and bedding it would seem that the would-be murderer had held his wife down on the bed by main force and slashed at her throat and face with the razor; her hand's being dreadfully cut in the efforts made to protect her face and neck from fatal injuries. She struggled hard for her life and finally managed to escape from her husband's clutches and stumble outside her own door to Mrs. Foley's, which was close by. Here she called admittance and protection, which was promptly given, and a doctor quickly fetched to attend to the victim who was almost unrecognisable from the blood which covered her face and clothes. She was afterwards conveyed to the hospital, her wounds dressed and to the joy of everyone here she now seems as though she might recover and certainly if good wishes and sympathy could help her to get well she does not lack for these. No cause for the crime is known, but the prisoner had been drinking heavily.

ATLINTOO.

VICTORIA'S RECEPTION.

Account of Royalty's Visit to This City in London Times.

Mr. J. E. Vincent, who accompanied the Royal party on their tour of the world as a representative of the London Times, cabled as follows to his paper upon the arrival of the party here:

"Embarking on the fine steamer Empress of India at 6 o'clock on Monday evening, the Duke and Duchess were present at an official dinner and then rested quietly at Vancouver till 5 o'clock on Tuesday morning, when they started in glorious weather for Victoria. The view of the Strait of Georgia was gorgeous for early risers. The Empress of India was saluted by the warships dressed in rainbow fashion at 11 a. m.

"The whole scene was beautiful. The bright streets were gaily decorated with bunting and thronged with hearty, happy and loyal people, distinctly English in appearance. I was particularly impressed by the healthy appearance of the files of school children trooping towards the handsome parliament buildings, where the main business of the day occurred. Outside was an immense crowd. The children sang 'The Maple Leaf' and the National Anthem. Addresses were also presented, the Duke making yet another remarkably happy and appropriate speech. Indeed, throughout the tour men have extolled the statesmanlike dignity and apt expression of the Duke's speeches.

"From Parliament House, which recalls the American capitol by its appearance, a triumphal progress was made through the city by the Duke and Duchess, Lady Minto, the Lieut.-Governor and Sir Wilfrid, who were all excellently received, a delightful clamor rending th clear air. Admiral Bickford had the honor of entertaining Their Royal Highnesses at luncheon on board the Warspite in the pretty land-locked harbor of Esquimalt—an ideal headquarters for the Pacific squadron. The difference of time compels me to anticipate the remainder of the programme for the day, consisting of the opening of an agricultural exhibition, an official dinner at the residence of the Lieut.-Governor in the evening, and a reception at the Legislative buildings.

"Suffice it to say that nowhere throughout their long tour have the Duke and Duchess been better received than at sunny Victoria."

A long record of success in curing cuts, burns and bruises, as well as all bowel complaints, is held by Pain-Killer—over 60 years. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

NICHOLAS F. DAVIN

From Calgary Herald.

The following pen picture of Nicholas Flood Davin whose brilliant light of intellect was quenched by death so sadly on Friday, appeared in the Calgary Herald:

It is not a platitude to call Nicholas Flood Davin picturesque and unique. He certainly possesses both these characteristics in a marked degree. There is not a man like him in all Canada and he does not want to be like other men. He acts not upon precedent or usage, but is a law unto himself. In appearance he is an exceedingly well looking man, considerably on the shady side of 50, but bearing his years handsomely. He has clear cut rather acquiline features, snow white moustache, and clear blue eyes, undimmed by time, peering out from beneath bushy brows. He is almost quite bald and many a witticism has been directed at his polished head.

Once when delivering a political address shortly before an election Mr. Davin, in order to emphasize some point, produced a cartoon of himself and holding it up to the audience said: "See you can recognize me by my baldness, a misfortune which came to me early in life and which will go with me to my grave, and which has led to me being known by such names as the bald eagle of the West, or the bald-headed eagle of the prairie." Then darting off at a tangent from his original point, his features lighting up in a manner indescribable as the inspiration came to him, he continued: "Yet the name of Bald Eagle is a good omen. Do you remember Macaulay's lines:

"Once the Jays sent a message unto the Eagle's nest;
Come, yield thee thine eyrie, to carrion, crow and kite,
Or else come valiantly and face the Jays in fight.
Out looked in wrath the Eagle
Then carrion Kite and Jay
Soon as they saw his beak and claw,
Fled screaming far away."

As soon as the applause, which this timely quotation called forth, died away, Mr. Davin calmly took up the thread of his speech where he had left it to make this little diversion.

It does not require the mellifluous touch of the brogue which lends such a charm to the accent of educated Irishmen to tell that Mr. Davin is a son of the Emerald isle. He is Irish all over. His ready and witty repartee that flashes out in the moment, could not drop from the tongue of any other than an Irish celt. In fact all his characteristics are those of a son of Erin.

Fifty-seven years ago Mr. Davin was born in Kilfinone, Limerick. His first start in life was in the office of a firm of large steel workers, but it was evident that the gods did not intend him for a commercial avocation, and he was soon removed from the uncongenial atmosphere of the foundry and sent to college where he distinguished himself particularly in classics. After leaving college he entered upon the sea of journalism in London, and his work attracting great attention he was sent out to the Franco-Prussian war as correspondent for the London Standard. Then in 1872 he came to Canada to write a series of articles for the English papers.

At that time many of Canada's foremost men believed that the manifest duty of the country was annexation to the United States. There were however, a little band of men having their headquarters in Toronto, who held different belief, with them the young Irishman, who had joined the editorial staff of the Mail, threw in his lot. The annexationists in Toronto had succeeded in inducing a certain American divine who had quite a reputation as a platform lecturer on social and economic subjects, to give a lecture in Toronto. This gentleman spoke on the "New Civilization" meaning with true Yankee effrontery, American civilization. He was an ingenious sophist and a pleasing speaker, and a considerable effect was created by his remarks. The imperialists in Toronto were in despair, something had to be done to answer the apostle of annexation. Then it was suggested that Mr. Davin give an imperialistic address. Nothing loth, he undertook the task and acquited himself very well indeed.. He was applauded all through his address. This lecture is chiefly worthy of note from the fact that he sounded a note that was to prove singularly prophetic. He stated that the day would never come when the mother country would call upon her colonies for aid in time of trouble

Discussing the lecture nearly 20 years afterwards, Mr. Davin expressed surprise that it should have been well received. He was of opinion that it had been delivered in the egotistical vein characteristic of the young Tory Britisher who carries abroad with him old country political ideas and traditions.

Mr. Davin first ran for Dominion honors in Haldimand, at the general elections of 1878, but was unsuccessful, although he reduced the liberal majority. In 1882 he visited Regina and having taken up his residence there established the Leader which was for many years a fearless and outspoken advocate of the rights of the settlers. In 1887 when the Territories were first granted representation at Ottawa, Mr. Davin was returned for Western Assiniboia after a contest in which he defeated Hon. J. H. Ross, now Yukon commissioner. In 1891 he found himself again forced to face a contest. Thos. Tweed, a member of the assembly and a prominent conservative opposed him. The election took place in the depths of a cold North West winter, and electioneering was hard work for both candidates. At a large meeting one of the supporters of Mr. Tweed twitted Mr. Davin with being a scholar and a man of letters. Very fine was Mr. Davin's retort, worthy almost of Disraeli: "Yes," said he, with a proud assumption of humility, "'tis true my gown has swept the corridors of the universities of Europe." He was elected. It is worthy of note that in the campaign of 1806, that year so pregnant with disaster for the conservatives, Mr. Tweed gladly gave his support to his old time opponent. Once at a meeting in Regina hurriedly called and which Mr. Davin could not attend, Mr. Tweed hurried up from Medicine Hat and spoke for him. During the course of the meeting an opposing speaker asked with a sneer what had changed Mr. Tweed's principles since the previous election? He replied: "In the times of piping peace friends may quarrel among themselves, but when the drums of the enemy are heard in the distance we close up our ranks and stand together like good men and true."

In 1896 Mr. Davin was face to face with a most difficult situation. Events were working strong against the conservatives. The remedial bill was received with disfavor in the West. Times were hard and men were turning against the government. The Patrons of Industry, an organization with many good aims, but misguided in practice, were a force in the land. The Patrons, who numbered among their ranks many old time conservatives, had placed a man in the field against Mr. Davin and the liberals were backing them up. Both sides were confident of victory, but those in the inner councils of the conservatives knew that it would be a close fight. The scene in the Windsor hotel at Regina, where the returns were received on election night was dramatic in the extreme.

Mr. Davin was there as was Mr. McInnis, his opponent, and many ardent partisans of both parties. The first returns that came in put Mr. Davin ahead, but as the night wore on his opponent began to creep up until a great shout announced a tie. About 1 o'clock Mr. Davin went home to bed confident that he was defeated, while the supporters of his opponent had a small jubilation. Early in the morning, however, a report was received which brought Mr. Davin within a dozen votes of his opponent, with only one polling place to hear from. This place was Dundurn, a ranching district near Saskatoon, very difficult of access. For three days no one knew who was elected for Western Assiniboia and then the train men coming from Prince Albert tapped the wires and sent to Regina the news that gave Mr. Davin five of a majority. The story of the recount, how the judge declared the election a tie, is now a matter of history. After the judge had given his decision he left the court room and it remained with Mr. Dixie Watson, the returning officer, to give his vote. He gave it in favor of Mr. Davin.

Many a joke both in and out of parliament has been made at the expense of Mr. Davins one vote and on one occasion he replied to a gibe on this subject as follows:

"I will merely say with Mercutio:
"'Tis not so deep as a well
Nor as wide as a church door,
But 'tis enough. 'Twill serve."

As a litterateur Mr. Davin is well known. He is a frequent contributor to the standard magazines, and his book, "The Irishman in Canada," is a Canadian classic. Indeed, competent critics declare it to be one of the best books of the kind ever written. He is a born platform speaker. His style is florid but effective, and he has a magnificent voice. In repartee he is apt and cutting, and there are not many men who would venture to heckle him while delivering a speech. He is a man of great industry, and his fine physique enables him to stand work that would do up many a younger man.

After returning from attending parliament, a few years ago, Mr. Davin was the centre of an animated group on South Railway street, Regina, discussing the events of the session, when a strong political opponent joined the group and said:

"Mr. Davin, I understand you nearly killed the speaker this session!"

"Indeed!" replied Mr. Davin. "Pray how?"

"Oh, by talking him to death."

"Pshaw! 'Tis not the first Grit I have slain," answered Mr. Davin, amid a roar of laughter.

Mr. Davin is the author of several fine phrases. He designated the last government of Sir John Macdonald as a "cabinet of antiques with animal magnetism at their head." A detractor once claimed that this fine epigram was borrowed from Disraeli's famous description of an English government as a "row of extinct volcanoes." There is a faint relation between the two epigrams, but it consists mainly in the fact that both phrases were used to describe governments that had somewhat outlived their usefulness. On occasion Mr. Davin has a wonderful power of holding an audience. When Sir Charles Tupper was in the West a couple of years ago, he held a mass meeting in the town hall at Regina. Premier Haultain spoke first and make a good short speech, lasting for about half an hour. Then Sir Charles addressed the meeting for about three hours, and when he had finished the people were tired and ready to go home. It was very late, the hall was cold and almost before the applause which the Conservative leader's closing remarks had called forth had died away, the audience were moving out. Mr. Davin, however, came forward and began to speak. Those leaving the hall paused a moment, and he had their attention in three minutes they were back in their seats making the building ring with applause. He was speaking of the departure of the Canadian contingents and almost his first words, spoken with fine elocution, were, "As I stand by the citadel at Halifax and hear the gun fired at evening, it seems to me as if it were the imperial and august mother stretching her arms around her colonial children and saying, rest in peace, no danger shall assail you."

Mr. Davin is of course now out of politics for the time being, and it is understood that he is devoting his entire time to the preparation of a novel long conceived.

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CURE SICK HEADACHE

Railways in South Africa

Canadian Officer Tells Something About Sir Percy Girouard's Work.

From Montreal Gazette.

Captain Charles J. Armstrong, who left this city as senior lieutenant in the Montreal company of the Royal Canadian regiment, and who accepted a position under Sir Percy Girouard following the fall of Pretoria, is now home on leave of absence, visiting his father, Mr. C. N. Armstrong, Peel street. He is district engineer of the railway construction department, and speaks in the highest terms of his chief, saying that the appointment of Sir Percy was a fortunate one for the Empire; that the great work he has accomplished in South Africa is fully appreciated by the army of occupation, and that he well merited the honor which the King conferred upon him.

Regarding the work that has already been done, Captain Armstrong said that when the closing down of the Rand mines had thrown thousands of blacks out of employment, and as the British authorities did not care to have them roaming about the country, Sir Percy suggested that this new stretch of railway be built from Johannesburg to the Vaal River, and, this proposition being accepted, work was started, Captain Armstrong being engaged on the road in question. The line will be about forty-five miles in length, but, although thirty miles have been graded the rails are not yet laid. This is on account of the delay in getting the steel on, the ground, the rushing of supplies into the country being of more importance at the present time.

Captain Armstrong has a good idea of the character of the work done on the railways in the several colonies of South Africa, and says that many of them are better built than some of the Candaian lines. He also brings the news that practically all of the bridges, culverts and tunnels which were damaged or destroyed during the war have been placed in as good a condition as before and that the train service all over the country, taking the unsettled condition of the colonies into consideration, may be considered good. He visited Natal a short time before leaving, and the railways in that colony were found to be in excellent condition.

"Of course," he said, "the heavy grades lessened the rate of speed to some extent, but the time of the fast train between Pretoria and Bloemfontein is now about forty miles an hour."

Captain Armstrong is also of the opinion that when peace becomes an actual fact railway development will proceed apace. A most important line has indeed already been undertaken. Formerly there was no direct land route between Cape Colony and Natal, but now a railway is projected and even commenced, that will be about 400 miles in length, and bring these two colonies into direct communication. The terminus of the Natal end of the projected railway will probably be Pietermaritzburg.

Captain Armstrong then described the complete system of block-houses, which the British military authorities have built along the railways, one every four or five miles from Cape Town to Delagoa Bay, and on the branch lines as well.

At the crossings there is a block-house at each side, and the stations, many of which are built of stone, have been put in fine condition for defence, so this explains why the cases of train wrecking have become so few of late. Some of these block-houses are built of solid masonry and have cost as much as $2,000, but they have paid for themselves all the same, for instead of one of these posts containing 200 men, ten or twelve men are now able to do the work, allowing the others to join the columns for active work in the field. Captain Armstrong then told of how Lord Kitchener had been doing effective work in gathering in the Boers. The whole country, he explained, is divided into districts of say 100 miles square, and a general being given command of one these districts a certain number or columns are placed at his disposition, some having as many as six of from 500 to 2,000 men each, under their charge.

The war as a war is over, he adds, but this hunting down process will have to be kept up till the last commando is destroyed, and the last man lays down his Mauser.

The Captain has no hesitation in saying that the women and children who are now being taken care of by the British are well treated. Each family has its tent and all are carefully looked after. He has met a great number of intelligent Boers, and one and all admit that the independence of the former republics is a thing of the past. A great many of the people are also greatly incensed at Mr. Kruger for having carried off the money to Europe.

Captain Armstrong says that it is generally estimated that besides what the ex-president had "salted" away before he carried to Europe no less than £2,500,000. His extended residence in or near Johannesburg conduces to the belief that the future of that city as well as that of the Rand mines cannot be pictured in too glowing colors. About eight mines have already started up, and he looks upon Johannesburg as the great centre of South Africa.

Although there were over 100,000 white people in the city before the war, Kruger would not alow them to set up a municipal government. He would not permit them to use electrical power on their street railways, for the reason that if they retained horses the selling of fodder would be profitable to the Boer farmers. The Captain believes that the Transvaal and the Orange River Colonies will probably be administered directly by the Crown for several years to come.

Captain Armstrong is very favorably impressed with the natives with whom he had a great deal to do in railway construction and other work. They are all right, he says, until they secure a little education, for them they become troublesome and cheeky, and being asked about their loyalty, he replied that ninety per cent of them are pro-British.

AMEER'S BROTHERS.

Appointment to Heads of Important Departments.

London, Oct. 18.—The Simla correspondent of the Times confirms the previous announcement that, after taking the oath as Ameer at a great durbar in Cabul on October 9, Habib Ullah announced the appointlent of his brothers, Nasr Ullah, to all the offices which he held under the late Ameer; Mohammed Umar, to the head of the revenue department, and Amin Ullah, head of the department of justice.