

VICTORIA STRUCK AN UNMARKED ROCK

BADLY DAMAGED IN TRINCOMALI CHANNEL

Was On Her Way to Victoria When Accident Occurred Yesterday Afternoon—Notes.

While taking a midway passage through Trincomali channel on her way to Victoria with 3,400 tons of coal from the colliery at Ladysmith, the steamer Victoria struck an uncharted rock yesterday afternoon and sustained serious damage.

The vessel was en route here to complete her crew before proceeding north to Dutch harbor with her big cargo of coal. It was about 2.30 o'clock when the accident occurred. The weather was fine, and the sea perfectly calm. The course followed was in mid-channel, where the chart indicates a uniformity of depth and a clear unobstructed path.

No rock appeared within about two miles of the place. Twenty-one fathoms is indicated at the spot, and all around deep soundings are shown. The second officer was at the wheel, and Captain Butler, one of the most skillful and careful local navigators, was pilot.

In speaking of the disaster Captain Butler said this morning that the steamer was going full speed. She seemed to strike on a pinnacle of a rock, which breaking off with the first blow of the ship gave away, and allowed the stern to pass over without touching. This is the only way in which he can account for the ship striking in the manner she did, for she draws considerably more aft than forward, being 23 feet by the beam.

It was a great surprise to Captain Casey as also to Captain Butler. It was found at once that the steamer was pretty badly injured, but fortunately she has a false bottom, and this saved her. The forward compartment flooded with water, and before proceeding on the voyage the ship was beached to ascertain as nearly as possible just what amount of damage she had sustained.

The lady passengers aboard, including Mrs. Casey and a few friends, were landed at Puffin harbor, where they were picked up by the steamer City of Nanaimo. After an inspection of the ship's condition was made and it was found that she could make the voyage to Victoria in safety, she was headed north for Esquimaux full speed. She will now be discharged and placed in dock for repairs. It is not many months since the steamer was here for repairs. While on her way north from San Francisco last winter she lost her propeller and tail shaft, and her present misadventure makes her second narrow escape from disaster she has had in the last six months.

The Victoria is an iron ship of 1,507 tons, and was taken over by Swaney & Hoyt, of San Francisco. She has been plying in the coal trade for some time for R. Dunsmuir & Sons.

CASE OF SMALLPOX. Miss Moran accompanied the arrival of the first steamer at Dawson from the Yukon. From information received through the arrival of the Amur this morning it is learned that the steamer White Horse is now tied up at the Yukon metropolis with one or more cases of smallpox among her two hundred passengers she brought from the outside.

Particulars of the trouble, however, could not be learned at Skagway before the Amur sailed for Victoria. She left on Wednesday last with but three passengers aboard, and her officers held only the bare facts.

The expected crowd from Dawson which it was thought the Amur would bring had not reached the coast. Lower La Barge, it was stated at Skagway, was still blocked with ice, and on account of the low water steamer could not reach their destination. Consequently the town of Skagway was extremely quiet, and on account of the dull times one of the city newspaper publications, it is said, is not going on business.

Five fingers was opened through the liberal use of dynamite, which, after exploding, is said to have permitted a great rush of water. Capt. Jack Williams fired the charge, and a spectator describing the scene says that "the roaring of the rushing ice and water through the rocky gorge made it impossible to hear any one speak in the vicinity of where Williams stood and he heard it. It was all we could do to hear one another when we stood together. The tremendous force of miles of ice and water above the fingers was driving the water through the gorge at terrific speed. I should say it was going 30 miles an hour. It was one wild, lunging race. Never in my life had I seen such a spectacle of grandeur, such a magnificent demonstration of nature's physical forces exerting their awful power. If ever there was a scene, awe inspiring in its effect on man, this was one. There being no time to lose in an effort to save Williams, we rushed up the river, and after traveling some distance came to where we could shoot across to a wood camp. A man named Edo was there, and he heard us. We told him of the predicament, and he took a rope and went to the rescue. The line was made fast, and dropped away feet over the bluff. It fell within reach of Williams and he seized it. A few seconds later he was dangling from the line and swinging in mid air as he desperately fought and clung to the rope. The struggle did not last long. Muscular and active, that he was, Williams soon scaled the cliff, and was safe."

News from Dawson reports that the first of the snow drift, numbering in all 15 craft, has reached that point with 225 tons of freight. According to the schedule the steamer Esch is to arrive from Dawson on June 15th for Koyukuk river, trans-ship her passengers to the Rock Island. The

steamer will sail on the 18th and transfer to the Seattle, bound for Bergman.

The Dawson was to have started down the river on June 4th from White Horse, and the Canadians were to have followed with 112 soldiers bound for Eagle.

"Word comes from Atlin that there is a shortage of men in that camp," says the Skagway Alaskan. "W. A. Mackay, of the traffic department of White Pass & Yukon, received word yesterday for three deckhands for the Scotia, plying on Atlin lake. In the letter to Mr. Mackay asking for the men, H. M. Price, purser of the Gleamer, who received the dispatch at Cariboo, from the Scotia, states that there are not sufficient men in Atlin to do the necessary work for the hydraulic concerns. The scarcity of labor, he says, applies to nearly all lines of work."

VANCOUVER'S "COMPLACENCY." Vancouver, according to the Province, is a little perturbed over the number of marine railways here being constructed. It says: "What is known as the upper harbor in the place, where the sailing schooners anchor when in port. The available anchorage there is small now, even though the government has spent a great deal of money in dredging, and if one or two more marine railways are built on the shores with tracks running far out into the water there will be no anchorage at all. There appears to be an idea among Victoria shipping men

A party of about 30 came down later on the Sybil, but they were able to go by boat all the way."

PRESENTATION TO CAPT. McLEOD. Capt. John McLeod, of the steamer Amur, on arrival at Skagway on his last trip north, was presented with a well filled purse, accompanied by the following address from the passengers on the up trip.

Skagway, June 4th, 1902. To Capt. John McLeod: "Sir—We, the undersigned passengers on board the steamer Amur, desire to express our appreciation of the high esteem in which you are held by reason of your efficiency and ability as a master and courtesy as a gentleman during this voyage from Vancouver, B. C., to Skagway, Alaska.

To say that the present trip has been one of pleasure does not express our feelings in the slightest degree, because we know full well that this route is one of danger beset with difficult navigation at every point.

The fact that you have been at your post of duty both night and day has given us that satisfaction which is only conducive of a feeling of profound safety. To you, Captain McLeod, we wish every prosperity and success as a navigator, and sincerely trust that if whatever position you are placed that those with whom you are associated will appreciate your efforts as fully as we do at this present.

Schellen, Mrs. W. Williams and Mrs. T. N. Ward.

A BIG PORTAGE. The task of moving the big steamer North Star overland from the Kootenay river to the headwaters of the Columbia is well under way.

The fine weather yesterday morning induced a large number of people to join in the excursion trip of the City of Nanaimo to Irondale. The Fifth Regiment band enlivened the proceedings with cheerful music, and an excellent lunch was served on board shortly before the steamer reached Port Townsend.

At Townsend the majority of the trippers went ashore for half an hour, and some of them got "wet," including a member of His Majesty's loyal opposition and a Times reporter. This accident was due to the tender fascination of a broiled chicken for the lion member, who happened over it until there was not time enough left to catch the steamer. However, like many other of the accidents of life, this particular incident was not altogether to be regretted, as it resulted in a very pleasant drive across country from Townsend to Irondale, during which the hon. member loaded up the available space in the buggy with wild honeysuckle and rhododendrons.

Irondale is a pretty little place, and as busy as a beehive. The smelter stands just above the water, with the charcoal burners in a double line along the shore. There are two substantial wharves, and

A TRIP TO IRONDALE. Where British Columbia's Raw Material Is Converted Into United States Product.

The fine weather yesterday morning induced a large number of people to join in the excursion trip of the City of Nanaimo to Irondale. The Fifth Regiment band enlivened the proceedings with cheerful music, and an excellent lunch was served on board shortly before the steamer reached Port Townsend.

At Townsend the majority of the trippers went ashore for half an hour, and some of them got "wet," including a member of His Majesty's loyal opposition and a Times reporter. This accident was due to the tender fascination of a broiled chicken for the lion member, who happened over it until there was not time enough left to catch the steamer. However, like many other of the accidents of life, this particular incident was not altogether to be regretted, as it resulted in a very pleasant drive across country from Townsend to Irondale, during which the hon. member loaded up the available space in the buggy with wild honeysuckle and rhododendrons.

Irondale is a pretty little place, and as busy as a beehive. The smelter stands just above the water, with the charcoal burners in a double line along the shore. There are two substantial wharves, and

A WOMAN'S WISH. Which Happily Was Not Gratified.

"Often I wished for death." That is the saddest wish that was ever born in a woman's heart or breathed from her lips. Yet that was Mrs. Dickson's wish; the wish of a woman worn-out by years of constant suffering from disease. There is no description of aches and pains which would convey such an idea of suffering as that wish for death. It means that life is intolerable and hopeless. The limit of endurance has been reached, the cup of suffering is full to overflowing. How many women have had that same wish, because they, too, looked out on a hopeless life, in which there was nothing for them apparently but unceasing pain.

It can be emphatically said that for most women such suffering is unnecessary. They don't have to die to be free in the attempt to describe the change effected by the use of Dr. Pierce's Favorite Prescription in those women who saw no relief for suffering but death. Mrs. Dickson's letter which follows tells the story of the change in herself by saying that after her cure she was like a new woman. She could eat and sleep and do all her own work, which before had been impossible. Mrs. Dennis best expresses the change in her condition by her gain in weight of sixty-one pounds, or from ninety-five pounds to one hundred and fifty-six pounds as the result of the use of "Favorite Prescription," a solid proof of her statement that since her cure she is "a strong, healthy woman."

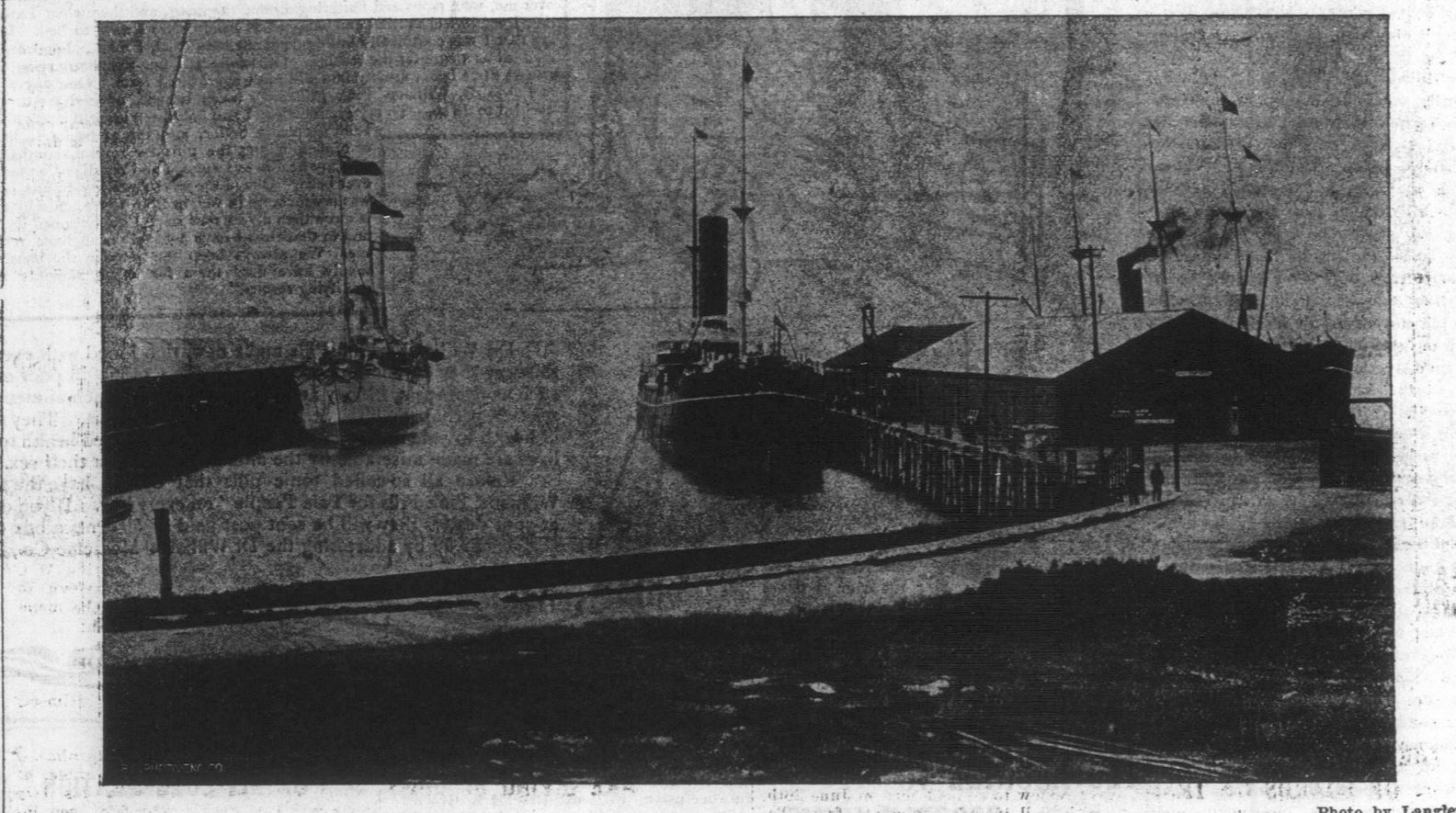


Thousands and tens of thousands of other women have been similarly cured. Their letters would fill a volume. If you are sick as they were, you can be cured as they were by the use of Dr. Pierce's Favorite Prescription.

It would hardly seem necessary to urge sick women not to delay the use of "Favorite Prescription," after its wonderful curative powers have been so strongly presented by women who have been cured by its use. Yet many a woman reads the story of such a cure and makes up her mind to buy the "Favorite Prescription" and begin her cure, but she puts off the purchase forgetting that every day's delay aggravates her diseased condition. For the reason women are urged to begin at once the cure of disease by the use of Dr. Pierce's Favorite Prescription.

Sick women are invited to consult Dr. Pierce, by letter, free. All letters are held as strictly private, and the written confidences of women are guarded by the same strict professional privacy observed by Dr. Pierce and his staff in personal consultations with weak and sick women at the Invalids' Hotel and Surgical Institute, Buffalo, N. Y. Address Dr. R. V. Pierce, Buffalo, N. Y. "Favorite Prescription" has the testimony of thousands of women to its complete cure of womanly diseases. Do not accept an unknown and unproved substitute in its place.

For the Family. Dr. Pierce's Common Sense Medical Advice will be found invaluable for family use. This great work, containing over a thousand large pages and more than seven hundred illustrations, is sent free on receipt of stamps to pay the express of postage. Send thirty-one one-cent stamps for the cloth-bound volume, or only twenty-one stamps for the book in paper covers. Address Dr. R. V. Pierce, Buffalo, N. Y.



ORIENTAL LINERS AT OUTER WHARF. EMPRESS OF JAPAN LIES ON THE LEFT, THE SHINANO MARU IN THE CENTRE AND THE TOSA MARU ON THE RIGHT.

that if plenty of marine railways are located there shipping will go to the port. Vancouver can afford to look complacently on while Victoria blocks up with marine railway tracks what little harbor space she ever did have. Marine men here are under the impression that Victoria cannot afford to lose even a little anchorage space.

The "complacency" of the Province is beyond question. In order to allay its anxiety, however, it might be stated that there are the Turkel ways, the Bullen ways, the Victoria Machinery ways, the department at Seattle, S. Sherman, along the Victoria waterfront in addition to the finest dry dock on the coast, and the splendid shipyard of the Esquimaux Marine Railway at Esquimaux, all of which do a good business. The only marine railway situated at Vancouver as yet is that owned by Victorians.

SIPTONS' NARROW ESCAPE. "The started in the Texas of the steamer Clifford Sifton and the narrow escape which he had when lying at Hootalinqua a short time before starting for Dawson," says the Dawson News. "The men happened to see the blaze just in time, and promptly organized a bucket brigade and saved the vessel. The blaze originated in an unknown manner. That part of the Texas in which it started is forward and immediately under the pilot house and was to be used as a glory hole for some of the crew. It was filled with bedding and other goods, preparatory to putting things in order for the accommodation of the men. At 11 o'clock of the night of the 5th of May some of the men from the steamer who were at the little town of Hootalinqua spending the evening saw fire issuing from the Texas, and immediately ran to the vessel and gave the alarm and all hands started to carry water. By diligent efforts the fire was quenched before it had spread from the room in which it had started, but it had not been for the prompt and efficient effort of the crew the vessel would have been a charred wreck."

DAWSONITES AND GOLD. Steamer Dolphin is reported to have reached Seattle on Saturday with 84 passengers, about 30 of whom came from Dawson and other inside points. The opening of Lake La Barge, it is estimated that between \$50,000 and \$70,000 was brought down, although V. C. Gorst, who has been working Eldorado claim 10 miles east of E. S. Lippy, is the only passenger who carried dust.

A. E. Borton, who is well known in Seattle, was one of the first persons to reach Skagway from Dawson. He and T. Vining left Dawson on the steamer Battle on May 19th, to Lower La Barge. "We walked 55 miles around the right shore of the lake," he said, "and a rough trip. It was a walk of swamps, crossed rivers and finally reached Holt Gorge, where the water was low. At Upper La Barge the water was so low that there was no steamer, so we chartered the tug Hogan, which took us 20 miles up Fifty-Mile river. We walked the rest of the way to White Horse.

Empire of Japan lies on the left, the Shinano Maru in the centre and the Tosa Maru on the right.

Cardinals will decide. Question of Friar Lands in the Philippines to be referred to Committee.

FREIGHT OFFICIALS DEPART. A party composed of F. W. Peters, general freight agent of the C. P. R.; B. W. Greer, assistant freight agent; James Anderson, general agent for the United States of the rear lands in the Philippines will be discussed at these daily conferences, but the alleged information on the subject is purely surmise for absolute secrecy is maintained as to what happens at these official visits.

UMATILLA CALLED SUNDAY. Steamer Umastilla arrived from San Francisco yesterday morning with 111 first class and 68 second class passengers, of whom twenty of the former and seven of the latter landed here. Among her passengers for Seattle were Charles R. Palmer, lately mite of the transport Trent Slocom, who has been appointed chief officer of the coast survey steamer Gedney; M. Hunter, who was second officer on the transport Warren, and who has been given similar rank on the Gedney, and J. Stanton, who was fifth officer on the transport Thomas and who has been promoted to third officer on the Gedney. The Queen, the next Pacific coast liner in port, sailed for San Francisco last night carrying among her passengers from Victoria J. Buckenstien and wife, J. W. Keller, J. P.

Montreal, June 7.—Lt.-Col. Fletcher, C. M. G., former D. A. G. of the Fifth Military district, who has been ill in the Royal Victoria hospital for the past ten days, is gradually sinking and the end is now hourly expected. He commanded the troops at Trout river during the Fenian invasion in 1867.

The Finance committee of the city council yesterday afternoon voted \$5,000 for the entertainment of visiting militiamen at the coronation celebration.

Narcisse Patenaude of Laval, was assaulted and robbed last night by four men on the Water street crossing of the C. P. R. and left unconscious on the track where a few minutes later, he was struck by an incoming train and his both legs cut off a couple of inches below the knee. The chances of his recovery are small.

London, June 7.—Lord Braybrooke (Charles Cornwallis Neville), died suddenly to-day at Stratton Walden. He was born in 1823.

Indigestion, that menace to human happiness, distress in its results, and a resister of persons, has met the conqueror in South American. The disease, which has become a chronic plate digestion, tones the nerves, aids circulation, drives out impurities, cleanses the system, and brings back the glow of perfect health. Cures hundreds of "chronic" cases that have defied physicians. Sold by Jackson & Co. and Hall & Co.—68.

The Public police have invited applications for licenses to hunt cats from the cemeteries.

Fortune for heirs. Old Man Dies at Los Angeles Leaving \$142,000 in Cash.

Los Angeles, Cal., June 7.—A fortune of \$142,000 in cash awaits the heirs of an old man who passed under the name of Charles Hill, and who died at the Good Samaritan hospital two weeks ago. About three weeks ago the man, who was between 75 and 80 years of age, applied at the hospital for accommodation. He was taken in. He paid for all the services rendered. When it was found that he could not recover, he was asked to tell the names of his relatives in order that they might be notified. He replied that he had no relatives on earth. He died and was duly buried. In his clothing was found \$2,000 in currency. Further investigation by the public administrator disclosed a key to a private box at the Union Bank of Savings. The box has just been opened and in it were found several large packages of currency, aggregating \$140,000. The old man had lived here several years in a modest way at lodging houses and restaurants, but he had no intimates and no one can be found who knows anything of his antecedents.

Hung in effigy. Police Dispersed Crowd Who Were Pelting Image of J. P. Morgan.

Wilkesbarre, Pa., June 7.—J. Pierpont Morgan was hung in effigy in one of the streets of South Wilkesbarre this morning by a mob of men and boys. Arnold Foster, the crowd's chieftain, and pelting the effigy with stones, until the police dispersed the crowd which numbered several hundred.

The news from Washington that President Roosevelt could not participate in bringing about an end of the strike was received here with genuine disappointment. It had been strongly hoped otherwise.

Today marks the end of the fourth week of the strike, and the miners and their employers are farther apart than ever.

The South African desert fox lives almost entirely upon ostrich eggs, which it breaks by rolling them against a stone.

Torpedo boat collisions. London, June 7.—The frequency of British torpedo boat destroyer and torpedo boat collisions and other accidents was emphasized to-day in a reply of Mr. Arnold Foster to a question in the House of Commons, showing that there were no less than 110 such occurrences in 1900 and 1901.

Castoria. For Infants and Children.

Soft Harness. Eureka Harness Oil.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.

Castoria. For Infants and Children.