Service to West Coast

Its Betterment Urged at Meeting Of Board of Trade.

Quarterly Meeting Yesterday Deals With Other Important Subjects.

The quarterly general meeting of the Board of Trade was held yesterday afternoon, there being quite a large number of the leading merchants present, and the discussions on the various subjects dealt with were interesting and lively. Altogether it was one of the most satisfactory gatherings of the commercial interests of the city which has taken place for some time.

President McQuade, before proceeding to the business of the day, proposed that the usual order of business be suspended in order that Mr. Hirschfeld of Atlin might be heard in connection with matters relative to that district.

Mr. Pitts moved the suspension of the order of business accordingly, and Mr. Hirschfeld then addressed the members. The committee of the Miners' Association had asked him to state that they as a body were unable to attend yesterday afternoon. On behalf of the Atlin Board of Trade he thanked the local board for the assistance which the latter had been to their Northern confreres. Mr. Hirschfeld then dwelt on the extent and richness of the hydraulic claims in Atlin, and stated that at least three of the companies were today in a position to pay dividends. When it was considered that $40,000 or $50,000 had been taken out in less than three months, it could be seen what the possibilities of the country were. And it must be borne in mind that in at least nine large claims all "deadhead" or preliminary work had been completed so that from the beginning of operations this season the different companies would be taking out gold with the result that at the end of the year a far better showing would be made than during any previous year. Referring to some letters in the News-Advertiser, he said people in Atlin could not see why anybody should come down to Vancouver and make false statements. It was absolutely untrue that there had been any trouble between mine owners and the miners. The proof of this was that Judge Sawyers had found little or nothing to do in the camp. As far as the petition was concerned, all knew how easy it was to get people to sign. It was true that the supply of laborers was not altogether satisfactory, so that often when a miner was remonstrated with for the way in which he was doing his work, the answer was that the complainant could go to h——. They would like to see the local Tourist Association take more notice in Atlin as a resort. The shooting as all could understand from the newness of the country was of the very best, and the trout and salmon fishing were such as he had never found duplicated in any other country. Strange as it might seem, the agricultural interests of Atlin district had now grown to quite important dimensions, vegetables of many kinds being grown to perfection and in good quantities. As an instance he might say that he had seen a cauliflower in one of their gardens which had measured 17 inches across the "flower."

On the Taku line where wheat which had fallen while being transported had taken root and last year grew to a height of six feet. The speaker then gave some details of mining operations instancing the case of a man called "Crazy Beevis" who in spite of the jeers of the community had kept at work on what seemed a valueless shaft but at 60 feet specimens had been taken out by the speaker which looked as though they had been manufactured in a jeweler's shop, so rich were they in gold. The extent of ground which could be worked by hydraulics on the different creeks was very great. One drawback so far had been the amount of water encountered. Enough had been taken out of the ground in most cases, however, to pay for the installation of adequate pumping plants. He again thanked the board for their great assistance to the Atlin people.

Mr. Lugrin then moved the following resolution, seconded by D. R. Ker:

That this Boarl has heard with great satisfaction of the proposed organization of a Provincial Mining Organization.

That in the opinion of this Board the fact that the movement towards the proposed organization has been initiated by representative mining men from various sections of the province commend it to public favor.

That the Board urges it upon its members and the people of Victoria generally the desirability of giving the movement referred to their heartiest co-operation and support.

As regards the proposed convention of mining men next month, Mr. Hirschfield stated that it was altogether probable that there would be at least 500 mining men take part in it, and urged the importance of such a convention to the city. While primarily for the betterment of the mining interest, it would redound to the benefit of every class of business, including as it did in the scope of its operations the entire province.

Mr. Pitts reported with respect to the motion looking to the providing of better offices for the Agent-General in London, that the government proposed if possible to secure a larger grant in this connection so that the ideas of the board might be carried out; but that at present nothing could be done.

The president reported that the Board of Trade building Association had stated that owing to lack of income the association was running behind to the extent of about $200 per annum, and suggesting that an endeavor be made to secure tenants for the vacant offices in the building.

Mr. Pitts suggested that the entrance fee for members of the board might be reduced so as to secure more members, and thus increase the revenue.

President McQuade reported several matters which had come before the council since last meeting, including a communication from the Kaslo board and one from the Montreal board. The latter asked the co-operation of the local board in urging upon the Imperial authorities that Lord Strathcona be selected as the next governor-general of Canada. This the board had not thought advisable to do. A communication had been received from the Longshoremen's Union in connection with a dispute as to wages paid in some cases and a special committee had been appointed to look into the matter, which was still being investigated.

Mr. Shallcross, in connection with the Sidney steamer service, said that he had it from residents of the Islands that the communication was one of the worst. Mails were not delivered at proper times and trade with that part of the province would be lost to Victoria unless a more satisfactory steamboat service were provided. It should be so arranged that the inhabitants of these islands should do their private shopping here and visit the city during the holidays, etc.

T. W. Paterson said he had inaugurated the service and so long as he had been connected with it, it had been a good one. The route had never been a paying one, and as far as the trade of the Islands was concerned, it was the fault very largely of the people of Victoria if the trade did not come their way. The mail service to the outlying islands was performed gratuitously, the post office authorities going so far as to provide separate bags if the steamer would deliver them free. There was another feature of the trade with these islands which the residents there had brought to his notice, which might perhaps account for the trade going to Vancouver. This was that the Vancouver merchants were satisfied with one profit, but when the Island people came to this city the merchants wanted a profit on what they took from the farmers as well as a profit on what they sold them. A large number of lambs were shipped to Victoria and then re-shipped to Vancouver, and the shippers made a profit out of it. The volume of business up to the present was not sufficient to warrant a better service. The only people who, to his knowledge, had made complaints were those who had been given a free mail service when they were not entitled to it. While he (Mr. Paterson) operated the service the steamer had not earned $1 in revenue from the outlying islands from which the present complaints came.

Mr. Shallcross took up the matter of the West Coast Island steamship service. He said that the remarks made by Mr. Paterson applied equally to the West Coast. But if Victoria merchants did not nurse the trade they could not expect to secure the bulk of it when it did grow to large proportions. He knew that travelers from the West Coast had often to put up with very insufficient accommodation. The claims on the West Coast would never be developed if those interested had to submit to discomforts in the matter of transportation. At the same time he did not believe that the company should be asked to operate a service at a loss, but perhaps the merchants of Victoria could come to some arrangements with the C. P. R. by which the former might put on a steamer of their own.

Dr. Marshall, who had had an experience of four years on the Coast, said that his recollections were that it was a matter of spending half of the time in waiting for the steamer. What was wanted was a swifter boat, and one which could battle with the rough seas encountered on that route. The speaker then related some experience of his in connection with the West Coast service.

Mr. Croft had also taken some interest in this matter, and could never see why the West Coast of the Island should be treated any different in the matter of transportation facilities to the interior of the Mainland. The government should subsidize a line of steamers of the best class, in order that the development of this portion of the province might not be retarded.

Mr. Vincent said that if there were any return freight from the Coast there might be a chance to put on a larger steamer. In spite of the rich mines which Dr. Marshall had spoken of, the C. P. N. had not yet received any ore for transportation. The Queen City had been purchased five years ago for the route on the supposition that the Hayes mines were going to ship extensively.

Dr. Marshall reminded the meeting that there never was a mine which shipped copper ore from the grass roots. All these mines had to be developed, and it must be borne in mind that unless adequate facilities were given, it would be impossible to get moneyed men to put up with the discomforts of the trip in order to even see the country.

Mr. Shallcross stated that it was generally understood that one United States company were about to charter a boat to run on the West Coast route for at least several months a year. It was no use waiting until the trade grew before giving better facilities for handling it. There was no reason why the government should subsidize railways and not steamers. He moved that the question of transportation to the West Coast be left in the hands of the council for serious consideration.

Mr. Pitts thought that the only course would be to recommend to the provincial government that they give a subsidy towards a better passenger service on the route named.

Mr. Lugrin wanted to know how the council could ask the government to subsidize a line of steamers to the West Coast and at the same time ask them to subsidize a line of railway to the same point? If the settlers there were suffering inconvenience, it must be borne in mind that they were only suffering what all pioneers in a new district had to put up with at the commencement.

Mr. Shallcross thought the matter could be better discussed in a meeting of the council with the officers of the company.

Mr. Ker said that if it were necessary to get an additional subsidy, it might be well to see what the service would cost. Let the council find out what kind of a service was needed and as to what it would cost; then the council could go ahead and perhaps make the necessary arrangements.

Mr. Mara thought that perhaps it would be better to appoint a committee to meet the C. P. N. officials and find out what additional subsidy might be secured, and an attempt be made to have the city members in the Dominion House secure the aid asked for.

Mr. Earle, M. P., expressed the idea that it would be well if the Hon. Mr. Templeman would take sufficient interest in the affairs of the city to be present at the meetings of the board. He would do what he could in order to bring the matter to the attention of the Dominion government. In the first place, it would be proper to find out what service was needed and what it would cost. Now that there was a delegation of the provincial government going to Ottawa, it might be well to have them take this question up, as it is certainly one of the subjects on which the province was most unfairly treated.

Mr. Shallcross' motion was then put and carried. A special committee to deal with the matter was appointed as follows: J. J. Shallcross, S. J. Pitts and S. Leiser.

In connection with the railway to Alberni, the president said that he had been seen by Mr. Gidley, of the Cowichan Lumber Company, asking that the board keep the matter in sight, as it was probable that Mr. Harris would make a report on the route very shortly.

Mr. Lugrin said that in conversation with Mr. Harris, the latter had told him that a good line could be located and that the country through which the road would pass was most excellent. Not only that, but the country was some of the finest mineralized he had ever seen in the province.

Th next question on the paper was that of the railway to the North end of the Island, but as nothing new had developed in this matter, it was laid over until next meeting.

Adjournment was then reached.

MAJOR EATON.

Toronto, Jan. 16.—A Telegram London cable says: "Major Eaton, R. C. F. A. Kingston has been nominated by Lord Roberts to the staff college the first colonial officer who had been so honored. Major Eaton served through the South African war."

GREAT WIRELESS STATION.

It is stated that Signor Marconi will shortly go to Rome and begin the construction of a great wireless telegraph station at Monte Marie. It will be the most powerful station of the kind in the world and here Marconi will endeavor to solve the remaining problems in etherography. He has asked Prof. Righi, under whom he studied electricity, to assist in the work. An Italian national subscription to purchase a gold medal for Marconi is mooted.

Stocktaking sale, men's overcoats half price for cash. B. Williams & Co. *

"Her music teacher tells her there is money in her voice."

"I don't doubt it. He's getting at it at the rate of two dollars a lesson."—Philadelphia Bulletin.

100 boys' 3 piece "Fauntleroy" suits half price for cash until stocktaking. B. Williams & Co. *

The Princess Of Swindlers

Remarkable Criminal Career of Madame Frederick Humbert.

Gascon Peasant Girl Who Developed a Talent For Deception.

The recent arrest at Madrid, of Madame Humbert, her husband, Frederick Humbert, their daughters, Eva and Marie, and the husband of the latter, Romain d'Aurignac, and their arrival at Paris, has reawakened interest in their case, which is one of the most remarkable in criminal annals.

HISTORY OF THE SWINDLE.

The following is a brief history of the now celebrated Humbert case:

To coin $14,000,000 from an empty safe supposed to contain the treasure left by a mythical American millionaire and to keep up swindling operations for years were the achievements of the Humberts just arrested in Madrid, who fooled Parisian bankers, statesmen and tradesmen. In the history of all swindling games there was never so daring a method of raising vast sums of money, as the safety of the culprits depended at all times on a seal which could have been broken by a thumbnail.

When the swindlers started to work their asset was a safe located at 65 Avenue de la Grande Armee. The opening of that safe, years after the wealth of the "American millionaire" was supposed to have been deposited therein, revealed the greatest swindle of the century. Women, with money borrowed upon the strength of that empty safe, had been courted by the society leaders of Paris. Bankers, gullible to a degree that is hardly credible, had loaned millions of francs year after year on a fraudulent testament and an empty iron box. The gigantic swindle owed its existence to the fact that the civil courts of France are permitted to place their seals on property in liquidation without examining the property or making an inventory of it.

The story of the great hoax begins with the alleged death of one Robert Henry Crawford, an American millionaire. He departed this world—if he ever lived in it—between 1878 and 1883. It was after the latter date that Mme. Humbert, having already purchased the Branicki mansion in the Avenue de la Grande Armee, Paris, and two other fine estates, the Chateau des Vives Eaux, near Melun, and the Coteran property near Narbonne, produced a copy of an alleged will left by the supposed Robert Henry Crawford. By the terms of this will Therese d'Aurignac—Mme Humbert's maiden name—was made the sole legatee of the Crawford estate, said to be valued at 100,000,000 francs. Soon afterward a second will, dated the same day as the first, was produced, which divided the estate of the American millionaire between Marie d'Aurignac, a young sister, and two nephews of the testator—with the provisions that these persons should invest enough in Paris to provide an annuity of 30,000 francs per month for Therese d'Aurignac—Mme. Humbert. The second document was dated Nice, Sept. 6, 1877.

Not long after the purchase of the Parisian mansion, Mme. Humbert produced a third document binding the heirs of the American millionaire to preserve intact the title deeds and securities and sequestering them and placing them in charge of M. and Mme. Humbert until Mlle. d'Aurignac attained her majority, when an amicable distribution of the property was to take place.

The safe was duly sealed by the authorities, and on the productio of the three documents by Mme. Humbert, the fraud was duly started on its long and prosperous career. During the years of the swindling operations the shadowy phantom-like Crawfords were only referred to. No real Crawfords, in flesh and blood, ever appeared to claim a share of the money or to protect their rights. In fact, it is now known that the existence of the Crawford nephews was entirely in the imagination of the Parisian swindlers.

Mme. Humbert said she never had to borrow any money. She had an immense private fortune outside the vast wealth bequeathed to her by the kind-hearted American, but of course, if Parisian bankers wanted to lend money at reasonable rates on the title deeds and securities left by Crawford, Mme. Humbert was satisfied. The Crawford nephews were very obliging. They wanted the will of their uncle to be carried out and the families of Humbert and Crawford united. Documents from the nephews were produced, giving Mme. Humbert, guardian of the fortune, the right to invest in French rentes, and to take therefrom a yearly revenue of 365,000 francs.

Marie d'Aurignac, however, showed no desire to unite the Humbert and Crawford families by marrying one of the nephews, when she became of age, so on behalf of the mythical brothers an injunction was obtained which forbade Mme. Humbert to make use of the Crawford millions, which were then supposed to be locked in the safe of the mansion of the Avenue de la Grande Armee.

After the banking operations were started, of course the wealthy Mme. Humbert could not be a seeker after loans, so Maitre Parmentier had charge of the negotiations.

It is not likely that the entire history of the swindle—or rather the hundreds of swindles which were evolved out of the original myth—will ever be written. Only Mme. Humbert herself is able to disclose all the details, and she is hardly likely to do so. One of the best accounts yet written of the whole affair has been contributed by T. P. O'Connor, M. P.

Mr. O'Connor says that the swindle of the safe is believed to have led directly to no less than ten suicides, while as to those ruined by Mme. Humbert, they are to be counted by the hundred if not by the thousand, and range from the once rich banker or retired millionaire merchant to the servant and poor village priest. In this connection Mr. O'Connor says:

"Profound, indeed, must have been the sleep, and splendid the nerves, and of marble impenetrability of conscience, of the woman who could go through the day and night without waking to the shrieks of Girard who put a bulet in his brain; or Paul Bernard, who asphyxiated himself with prussiac acid; or Schotsmans, who was found assassinated in a train; or any of these ten victims who saw in self-inflicted death the one outlet from their ruin and their mad confidence in this woman's word and honor."

The Girard referred to was a small banker from whom Mme. Humbert obtained loans amounting to $1,125,000, and who, even when he at last shot himself believed in her good faith absolutely. And Mme. Humbert, far from being affected by this man's death, furnished her dining room with objects bought at the sale of his property.

It is even hinted that murder may have been employed by the Humberts or their agents. The Schotsmans referred to was found dead in an express train between Paris and Lille, with several wounds upon his body. He had loaned large sums to Mme. Humbert, while Paul Bernard loaned her more than $500,000.

Mr. O'Connor's book is called "The Phantom Millions," and not only describes the swindling operations of Mme. Humbert, but gives some remarkable facts regarding her early career, obtained with a good deal of trouble. It says of the arch swindler:

"Therese d'Aurignac was a born liar and a born thief. Her known exploits show her in these characters from an early year. It is related that at 13 she had already forged her father's name. She used to carry hidden in her corsets securities obtained heaven knows where. She had a passion for luxury and display and whenever she could she borrowed their jewels from her school companions and displayed herself in them with great satisfaction. She had been brought up as a peasant, and she remained a peasant to the end of her days. She never succeeded in speaking grammatically, and she had the dreadful pronunciation and accent of the Gascon peasant. She had only to open her mouth and you knew she was common in origin, common in mind, common in everything. She herself was so conscious of this that now and then she laughed—a little grimly, perhaps—but she laughed at her own defects.

Her conversation, like her person, was common, and perhaps commonplace; it was voluble, turbid, incoherent; it revealed brutality of ideas and of character; the fish-fag evidently lay near the surface, and when the occasion required the fish-fag burst forth, and there gushed out a torrent of defiant vituperation which shocked, horrified, and often affrightened."

It seems that, once the swindle was well started, Mme. Humbert had an "intelligence department" of her own, which, so it is declared, might put to shame that of many a war office. Wherever in France there was a man who was likely to lend money she seems to have become aware of his existence, his desires, his weaknesses. Immediately this information was obtained by her, she swooped down on the victim, made use of her marvelous gifts of persuasion and usually came away with the man's savings in her pocket.

The most detestable of all Mme. Humbert's operations was the Rente Viagere, an insurance concern she founded and which received in deposits about $100,000,000. It was the thrifty poor who were robbed by this concern, and when the final crash came, it was the one thing in Mme. Humbert's career which the cynical Parisians found it impossible to forgive. As Mr. O'Connor says: "The sight of these poor old bent dressmakers and porters standing in tears and with the prospect of starvation before the closed doors of the splendid office in the Rue Auber was the climax to the tragedy; it was the final proof of the utter villainy of the woman."

The last movements of Mme. Humbert before the bursting of the bubble are thus described:

the safe; the preceding Thursday—Ascension day—is kept as a holiday in Paris. It is a day when the people go to the country, and Mme. Humbert took advantage of the occasion to announce to the world that she would go to the farm at Orsonville for that day, returning of course on Friday to be present at the opening of the safe. In the last hours she thought of the family which she was about to drag down, and which she was leaving to disgrace, perhaps even to imprisonment and to hunger—she thought of the widow of Gustav Humbert, the stern Republican, whose name she had dishonored—a brave, simple, pious old woman, seventy-seven years old; her daughter, the wife of Emile d' Aurignac and her granddaughter, a sweet young girl. Mme Humbert sent to them on Wednesday a cardcase with a pretty watch inserted; on the leather case there were the words, "I will, I have, I shall have," and this was accompanied by a visiting card of Mme. Humbert with the words 'Pardon' upon it. The poor people who received this mysterious missive did not grasp its meaning; they thought reference was made to nothing more serious than some one of the little disagreements which occasionally arose between the masterful woman and her poor relations.

"Two things finally, which were very characteristic, she did before her departure. She had an interview with her principal legal adviser; gave him no indication whatever of the coming crash; on his professed to accept his advice that she should go to her country place for a day, so as to be ready for the great triumph of Friday, and gave him a calm good-bye. She took the trouble to call up an intimate friend. 'Her voice,' says the lady, 'appeared to me to have changed; it had grown hard. "Well," she said, "my business is coming to an end." "So much the better," I answered; "everybody will be satisfied now." "Oh," she said, "they'll be much less satisfied than they expected."

At 8.30 o'clock she and her family left the house, walked together and chatting, in the direction of a station on the Paris Metropolitan railway. They then disappeared, and in spite of a myriad rumors and "authentic statements," have never been heard of until their arrest in Madrid.

Cardinal Lucido Parocchi, sub-dean of the sacred college and vice-chancellor of the Catholic church, died yesterday at the age of heart disease. He was born in 1833, was of Italian nationality and was created a cardinal in 1877.

One of the Methodist churches in Bathurst, Ont., has reserved a room in the Sunday school for a nursery, fitted up with hammocks, cradles and pillows, where babies are taken care of by young ladies of the church while the mothers of the babies attend church services.

FIRST A COLD THEN BRONCHITIS

Indicates by Tightness of the Chest and Soreness and Pain When Coughing —The Cure

Dr. Chase's SYRUP OF Linseed and Turpentine

Bronchitis, or "cold on the chest," begins with cold in the head, which extends down the throat and larnyx to the bronchial tubes, where acute inflammation is set up.

Only a few hours may elapse before the disease is fully established and the patient suffers from tightness across the chest, soreness and pain when coughing, and slight fever. The cough is dry and hard, and every effort should be made to loosen it and enable the sufferer to cough up the frothy, acid matter which forms in the air passages, and if left there will cause death from suffocation.

Dr. Chase's Syrup of Linseed and Turpentine is peculiarly suited for the treatment of bronchitis and the most severe chest colds, because, while loosening the cough and aiding expectoration, it also has a far-reaching effect on the whole system, enabling it to entirely throw off disease.

The combination of turpentine and linseed, with several other ingredients of equally well known value in the cure of colds, has made Dr. Chase's Syrup of Linseed and Turpentine the most effective treatment for throat and lung diseases that was ever devised.

The enormous sale which this remedy has attained is probably the best proof of its real merit, and has given rise to hosts of imitations. It is necessary, therefore, for you to look for the portrait and signature of Dr. A. W. Chase on the bottle you buy. Caution the children, if they are sent for it, lest the dealer may substitute some cheap imitation. Twenty-five cents a bottle, family size, three times as much, 60 cents, at all dealers, or Edmanson, Bates & Co., Toronto.

Stranded Vessels Are Released

Tacoma Floated By Tug Tyee and Proceeds to the Sound.

Richard III In Port--Kinshiu Maru's Rough Passage--Sailers Arrive.

New was received yesterday that the steamer Tacoma, which went ashore near Marrowstone Point, en route from Victoria to Tacoma, was floated on Thursday, being hauled by the tug Tyee from the beach on which she stranded during the thick fog, and continued to the Sound port under her own steam, not seriously injured as a result of the accident. The coal hulk Richard III. was also floated yesterday morning, and arrived here yesterday in tow of the tug Lorne, which vessel hauled her from the sandheads. The Richard III., which is laden with a full cargo of concentrates for Tacoma from Treadwell island is not injured as a result of the stranding. The steamer Mineola, the collier, which went ashore in Base flats in Baynes Sound on Wednesday, was still fast at last reports and said to be resting easy on a muddy buttom. Her cargo was being lightered, and it was expected that when she was lightened, she would float. The steamer Mermaid, which reached port yesterday from Lasquita island with the steamer Trader, which broke her shaft when off Laquita island some days ago, was also ashore for a time, having struck on Gabriola reef when en route to port on Thursday morning. She floated with the rising tide, and is not seriously injured, although she is making a little water and will have to go on the ways as a result. The tug Alert was also in trouble, having reached Nanaimo in tow with a broken shaft. The Alert was in Desolation Sound with a boom of logs when the accident occurred, and a boat was sent to Lund, where a vessel was secured to tow the disabled tug to port.

The Northern Pacific liner Tacoma was close to Nodule Point. Pilot W. Gatter, who took the vessel up Sound, was keeping to the West side of Admiralty Inlet, when the vessel grounded during the fog. The tug Tyee was at Port Townsend and was despatched to the assistance of the steamer, and succeeded in getting her afloat at high tide on Thursday afternoon. It is believed that the steamer escaped injury, although the bottom is rocky, in that vicinity. After being floated she proceeded to Tacoma under her own steam.

TWO SHIPS ARRIVE.

Australian in From Table Bay—Tasmania From San Diego.

The three-masted British ship Australian, Capt. Joliffe, reached port yesterday morning 103 days from Table Bay, after an uneventful passage, other than for her experience off the entrance to the Straits, and the British ship Tasmania passed up to Chemainus after a passage of 28 days from San Diego. The Australian was towed into port by the Richard Holyoke, and the Tasmanian passed up in tow of the Pioneer. Capt. Joliffe says his vessel arrived off Cape Flattery on New Year's day, and as the mate put it, they were like Moses—"they saw the promised land, but could not enter in." For 12 days the Australian was tossed about outside within a distance of 100 miles of the entrance to the Straits, and on the night of the wreck of the Norwegian bark Prince Arthur from Valparaiso for this port, the Australian was in the same vicinity with a heavy wind blowing from the Southeast. Southeast and Southerly gales were encountered, and the vessel bore hard towards die Straits seven or eight times, but had to stand off again. Her run of 91 days to the Cape was made with comparatively good weather throughout.

The Australian was in company with a large fleet of vessels off the Cape, amongst them being the British ship Miltonburn, 37 days from Santa Rosalia for Port Townsend. There were several barks and one four-master, and one three-master square rigged ship outside. The Australian has been trading to San Francisco for several years, almost during the entire life time, for she was launched but five years ago last Christmas at Greenock.

The Tasmania has been repairing at San Diego before she proceeds North. She reached the Californian port on November 15, and reported having been badly suffeted by storms off Cape Horn. She had one boat carried away and her decks damaged by heavy seas. Her cargo was also damaged.

The British bark Earl of Dunraven, which is 25 days out from Acupulco for the Royal Roads, is under charter to Brackman & Ker to load oats at Vancouver for South Africa. The ship Acona, which has been at William Head since her arrival from San Francisco, was towed to Chemainus last night. Capt. Roblin being still held in quarantine with his crew, Capt. Kelly, formerly engaged in the sealing business, and a crew, made up of stevedores and others, took the Acona up to the mills. The Brabloch, Capt. Baxter, lumber laden for Calcutta, will arrive from the mills today to ship a crew.

FROM THE ORIENT.

Kinshiu Maru Had a Stormy Passage.

Steamer Kinshiu Maru of the Nippon Yusen Kaisha line, docked at the Outer docks yesterday morning after a stormy passage from Yokohama, which port she left on December 30, and she had fine weather to January 3, when a heavy gale blew from the Northeast, afterwards veering to the South. This storm lasted to the 9th, and during the whole six days the steamer labored heavily in very heavy seas, which swished along her decks. There was a lull for about two days and then another heavy gale blew from the Northeastward on the morning of the 11th, lasting all that day and the next, the steamer laboring the while in tremendous seas. For six days Capt. Pyne was unable to get an observation, and then when the weather cleared the ship was three miles from Cape Beale. The Kinshiu Maru brought 1,533 tons of general freight, mostly matting and general freight, and 847 packages of silk. She landed 100 tons of general cargo at the Outer wharf. The steamer landed three Chinese and three Japanese at this port, and she had 22 Japanese for Seattle, one of whom was a stowaway who attempted to get away here, but was recaptured before he had got further than Brackman & Ker's wharf. There were four Europeans, all returned seamen for the United States.

Capt. LaPraik, first officer of the Kinshiu Maru for some time past, did not arrive with the liner, having been transferred to one of the coasting steamers of the Nippon Yusen Kaisha running out of Yokohama, and Mrs. LaPriak, nee Pauline, of this city, left by the last outbound Nippon Yusen Kaisha liner to join her husband at the Japanese port. Capt. Curnow, of the Shinano Maru, which is now en route to Victoria, having sailed on Tuesday with 43 Chinese passengers, and about 100 tons of general freight for this port, is not on board that liner on this voyage, he having been transferred to a shore post for a time, and Capt. Thompson, who came to Victoria at the time of the Klondike rush as master of the steamer Centennial, a former P. and O. boat, which was then running to Skagway and afterwards to St. Michaels, is on the bridge of the Shinano Maru in his stead.

WRECKAGE FOUND.

From the Overdue Ship St. Enoch off the Fakklands.

The four-masted ship which was sighted ashore on the shores of Terra del Fuego, is in all probability the wreck of the long overdue ship St. Enoch, for according to advices received by Lloyd's agency in London, wreckage from the St. Enoch has been found in that vicinity. Advices received at Lloyd's from the Falkland Islands report that a life-buoy and a ship's wooden bucket marked "St. Enoch, Glasgow," were washed ashore at Port Stephens, West Falkland Island. The British ship St. Enoch sailed from Hamburg on May 4, for Santa Rosalia, and was last heard of on May 30.

Yesterday the St. Enoch was 256 days out from Hamburg, bound for Santa Rosalia. The reinsurance rate on the overdue vessel was 70 per cent., but, by reason of the rumor of the wreck, it jumped to 90 per cent., which usually precedes the posting of a ship as uninsurable.

A FAST PASSAGE.

Texan Runs from New York to 'Frisco in 46 Days.

One of the most remarkable passages in recent maritime annals has just been made by the new steamer Texan, on her maiden trip out from New York to San Francisco. The steamer, which left New York November 27, came through the Straits of Magellan and arrived at the California port Tuesday evening. Her actual steaming time on the trip was only 46 days and 18 hours.

The Texan is a large, steel, twin-screw steamer of 12,000 tons, and is the latest addition to the line of the American-Hawaiian Steamship Company. Other vessels in the line are the new steamers Hawaiian and Oregonian. The Texan has among her cargo 600 or 700 tons of freight for Portland merchants, which will be forwarded from San Francisco immediately.

BOUGHT THE ELWOOD.

Deal Made Yesterday Through J. H. Greer For Purchase of Sternwheeler.

The sternwheel steamer Elwood, which was operated on the Stikine river by the Cassiar Central Railway company during the Klondike rush, and has since been tied up at Wrangel, was sold yesterday through J. H. Greer, a local ship broker, to H. H. McDonald of Seattle, a son of Alex. McDonald the well known shipbuilder of this city. The price was not stated. H. H. McDonald, the purchaser of the Elwood, will leave for Wrangel by the steamer City of Seattle tomorrow to take charge of the steamer and put her in shape for the voyage South to Seattle, from which port she will be operated on the Seattle-Skagit river route in company with the steamer Skagit Queen. The Elwood is a river steamer 154 feet long and 34 feet beam, which was built on the Columbia river and brought to Victoria during the days of the Klondike rush. She was taken to the Northern river for the Cassiar Central Railway company and operated on the Stikine. After the travel ceased via the Northern river the Elwood, in common with other steamers then operated on the Stikine, was tied up at Wrangel, where she has remained since.

"BY GUESS AND LEAD."

Tug Lorne Returns From a Trying Voyage.

Tug Lorne, which had such a trying trip to and from Juneau, taking the John C. Potter North coal-laden and bringing the concentrate-laden hulk Richard III. South, reached port yesterday. Capt. Cutler says the voyage was a hard one; continually stormy, with heavy snow storms and much wind in the Northern voyage, and with thick fog prevailing on the run South. Fog was encountered from Chatham Sound South, and from Seymour narrows to the sandheads nothing whatever could be seen from the tug, and the hulk in tow could be dimly made out in the smother. The Lorne was running dead slow, the captain guessing his bearings—he had no other way of getting them—and failing to hear the fog horn on Entrance island en route. Capt. Cutler thought he was about to turn Gabriola reef when the Richard III. grounded lightly on the sand banks of the flats off the Fraser. She had overrun her course, the tide having evidently set her to the Northward. The hulk was in no danger at any time, having just glided on the bank, and the men on board did not know she was fast until she struck, so easily did she go on. The Lorne stood by, and no message was sent for assistance, for Capt. Cutler realized that the Richard III. was in no danger, and that she would float at high tide. The tug Czar arrived during the night and stood by in case her help might be needed, but there was no need for either tug for the vessel floated herself when the tide rose, and the Lorne brought her on to port. During the Northern voyage the John C. Potter was anchored at Ketchikan for three days on account of the heavy weather, and she broke one of her anchors during the blow at that port. The Lorne left last night for Chemainus with the ship Ancona, which was released from William Head in tow. She will bring the Brabloch from the mills to the Royal Roads to ship a crew before proceeding to Calcutta.

KOOTENAY LUMBER.

The Rossland Miner says: Last year the lumbering industry of the East and West Kootenay attained proportions greater than at any previous period, and the ensuing year will see further advances on an equally important scale.

In 1902 the output of the lumber mills in the two districts, both of which are under the supervision of John R. Martin, deputy timber inspector, exceeded the production of 1901 by 33 1-3 per cent., and the incoming year will see an increase over the record of 1902 of not less than one-third.

On the Crow's Nest road alone are 21 lumber mills, while in the Columbia valley there are four more, all shipping their cut into the Territories and all loaded with orders that will keep them on the jump for the entire ensuing year.

The increased output this year will largely come from the establishment of new mills. At Wardner the Breckenridge and Lund syndicate has about completed a mill that will turn out no less than 140,000 feet of lumber in each 24 hours, and this is the largest plant in the Kootenays. At Slocan City a new mill is being constructed that will have a daily capacity of 100,000 feet, and an American company is building a mill on the Arrowhead side of the arm of the lake that will have a large daily output. The area of timber limits bought or leased for this year's operations has been the largest on record.

The remarkable expansion in the Northwest Territories explains the unprecedented activity in the lumbering districts of the Kootenays, and conditions are such as to indicate that further expansion on even a larger scale may be expected. This will tend to further increase the demand for British Columbia lumber, and assure prosperity for East Kootenay and other districts shipping milled products to the East across the great divide. A feature of the lumbering industry at this time is that many mills have recently installed dry kilns, enabling them to ship a much higher grade of material than has been the case heretofore. The move is significant, inasmuch as it indicates prosperity in the Territories when a considerable demand arises for the better grades of lumber, while it indicates also that the lumbermen deem the industry established on a permanent basis.

Men's and youth's fine business suits half price for cash until after stocktaking. B. Williams & Co. *

ARE AFTER IVEY.

Judgment For $10,000 Following Collector Who Threatened Sealers.

Those who remember the absurd threats made by the then collector of Alaskan customs J. W. Ivey, that all the Victoria sealing schooners which entered Dutch Harbor would be seized—a threat which was soon repudiated by the United States Government, who quickly discharged the belligerent Ivey—will be interested in the news that a copy of a judgment for $10,000 and costs rendered by the court at Dawson against J. W. Ivey has been received in Washington, D. C., and is about to be executed. With the record of the court are sworn statements declaring that the collector of customs in Alaska in 1898 took from an officer of the mounted police $15,500 in gold dust, while the officer was returning to Dawson with a prisoner who was charged with having stolen the dust from Alexander McDonald. Ivey insisted that the prisoner and the dust should be given over to him, and the court found that Ivey never returned the gold.

A Washington despatch says that certain members of the United States Congress and several prominent persons more or less identified with Alaska affairs called on the president to complain that Ivey, who says he represents Alaska and her people in Washington, is not acceptable to them in that capacity. The president was reminded that Ivey left the service of the Treasury Department in official disgrace, and the president's attention was called to the judgment rendered by the court in Dawson.

CEDAR HILL MINSTRELS.

Successful Entertainment in Temperance Hall on Thursday Evening.

The Cedar Hill Dramatic club gave a splendid minstrel show in Temperance hall on Thursday night. As was anticipated the performance was a brilliant success. The curtain rose on ten minstrels with their gayly dressed endmen, headed by Alexander Stephens in the centre, singing "Old Folks at Home." Then came a number of jokes by the endmen, which were taken by Messrs. Offerhaus and Rye. These gentlemen gave a very creditable performance, their marvelous facial contortions were very laughable, and the jokes were good, though endman Rye was a little indistinct. Mr. McMorran sang "Please Let Me Sleep" in a very effectual manner. R. C. McRae sang the "Rose of Kilarney" in a pleasing manner; he possesses a very pleasant tenor voice in spite of evident nervousness. The clever step dancing by Todd and L. Clarke was heartily encored.

The second part of the programme consisted of vaudeville sketches and varieties. Mr. Alexander Stephens in a "Screed o' Tartan," was splendid, and he, with Mr. Wheeler, made a couple of comedy artists, not to be surpassed. Mr. Wheeler's song and dance, "All For the Sake of Finnigan," was the hit of the evening.

As usual Miss King and C. E. King were well received in their well rendered solos, and the orchestra behind the scenes delighted the audience throughout the entire programme.

Altogether the performance was one of the best of its kind ever given in the neighborhood of Victoria, and was a surprise to many present.

Great credit is due to Mr. Alexander Stephens and Mr. Wheeler for the energy they have displayed in training the different minstrels in their parts.

The Cedar Hill Dramatic club intends giving a series of entertainments this winter, and they certainly deserve to be patronized.

OBITUARY.

John Nelson's Funeral Took Place Yesterday Afternoon.

The funeral of the late John Nelson took place yesterday afternoon from the parlors of the British Columbia Funeral Furnishing company at 2:30 p. m. Services was conducted by the Rev. H. J. Wood, at the parlors and at the grave. The employees of the Victoria Machinery Depot company attended in a body. The following gentlemen acted as pall-bearers: Messrs. G. Nobbs, A. McNeil, W. Robinson, J. Smithurst, E. J. Talbot and S. Kerby.

IN THE COURTS.

Matters Before the Full Court and In Chambers.

In the Full Court yesterday argument was concluded in Oppenheimer vs. Sperling and the appeal dismissed without costs.

The appeal in Jackson vs. Cannon was next taken up. It was partly argued and adjourned till this morning.

Ah Tam vs. Robertson stood over.

The motion for a writ of mandamus in connection with the West Yale election came up in Chambers before Mr. Justice Martin, but was adjourned. His Lordship dealt with two other matters as follows:

Vernon vs. Cargill—R. H. Pooley for plaintiff obtained a final decree for foreclosure.

Re McNab Lumber Co.—A. D. Crease applied by petition to amend the company's memorandum of association. The application was adjourned for filling of further material.

WHO ARE THEY?

A Pair From Victoria Get Into Trouble.

Frank Baldwin and May Wilson, or such, at least, they gave their names at police headquarters later, thought to see the town while here on a visit from Victoria, says the P.-I. of yesterday. After witnessing a performance at the theatre they decided to wander about South of Yesler way, or even South of Jackson street, to see all that might be seen. The temptation to enter an opium den was too great to resist in their travels, so in they went. Each took a whiff or so of the burning drug to complete their experience, but they did not have time to indulge in a long smoke. Patrolman Bannick had seen them disappear in the place and was soon after them. The Chinese proprietors