

The Brixham Salvaged.

Machinery of Alaskan Liner Now on Its Way South.

Capt. Brandow's License Returned by the Super-vising Inspector.

News was brought yesterday from the North by the steamer Tees that the machinery of the wrecked Alaskan liner Brixham had been picked up and is now on its way to the Sound on the steamer Rapid Transit. It was found in 6 fathoms of water and, despite its being long under water, is said to be in pretty fair condition. The hull has been broken in two, and the stern portion of it has moved 150 feet from its original position, while the forward part has shifted to even a greater degree in an opposite direction, having gone to the base of the ledge on which the vessel struck. Captain Cain was the lucky man who took over the Brixham wreck. He purchased the vessel for the Pacific Clipper Company of Seattle, and he has done well, it is said, in his speculation. The Brixham went ashore last fall while on her way North with passengers and freight, and the machinery is all that has survived of her.

HIS LICENSE RESTORED.

Capt. Brandow was Not Responsible for the Loss of the Kingston. The many friends in Victoria of Capt. John Brandow, pilot on the steamer City of Kingston at the time of her loss, will be pleased to hear that he has been successful in his appeal against the decision of the Puget Sound Steamboat inspectors, cancelling his license. The press dispatch from San Francisco says: "Captain John Brandow, the supervising inspector of steam vessels on the coast, has rendered a decision in the case of the collision of the steamer City of Kingston and the British steamer Glenogle. The supervising inspector reverses the decision of the lower court and Brandow will now have his license restored. The supervising inspector does not decide who was responsible for the wreck. He decides that, as the Glenogle was under British register, a United States licensed pilot could not be legally employed on said vessel. The decision is the same as in the case of Captain H. C. Thomas, who lost the steamer Mexico in Alaskan waters."

COAL SHIPMENTS.

The Foreign Coal Shipments From Island Collieries for June.

Table with columns for destination (NEW VANCOUVER COAL CO., WELLINGTON, UNION) and amounts.

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WILL BE INVESTIGATED.

Attorney-General of the Province Charged With Practising Champerty.

Yesterday afternoon a meeting of the Benchers of the British Columbia Law Society was held for the purpose of taking into consideration a complaint lodged by a litigant against certain illegal actions of Mr. Joseph Martin, Attorney-General of the province, in his private capacity, counsel for a litigant. The complaint was filed by Mr. Nichol, the defendant in Cossens v. Nichol, who alleges that Mr. Martin undertook to prosecute the suit of Nichol vs. Cossens for the defendant on the understanding that if he won the case he was to receive part of the money in dispute, which was being held in court, and an interest in a quarry over which the action arose. Cossens lost the case, and was committed to jail for contempt, for refusing to sign a deed when ordered to do so by the court. The Benchers decided that the charge should be investigated, subject to the filing of an affidavit. The practice of champerty is forbidden by the regulations governing the profession in this province, and only a few years ago the legislature declined a proposition to legalize it.

TARTAR CHARTERED.

Will Carry Troops From States to the Philippines. A Washington despatch says: "The War Department has chartered the steamer Tartar, now at Vancouver, B. C., to be used as a transport between San Francisco and Manila. She is capable of carrying 1,500 men. It is expected that she will be at San Francisco in five days, and be ready to sail for Manila by the 20th, perhaps carrying the Nineteenth Infantry."

JUDGE IRVING MENACED.

Disorderly Characters at Atlin Suggest Riding on a Rail.

The Skagway-Atlin Budget is responsible for the following question: "A report reached Skagway yesterday to the effect that Atlin's new judge arrived on a rail in that town a few nights ago. The report says that Judge Irving rode on a rail in the company of miners at an open meeting on one of the streets, and that a crowd of about 500 nationalities, with Canadians largely predominating. The story goes that the judge refused to get on the train, and that among them for the purpose of straightening out all entanglements and controversies regarding the ownership of claims, which announcement the crowd cheered lustily. Further along in his remarks Judge Irving announced that in cases where the ownership of a claim being contested, that each claimant, no matter whether there be two or twenty, will be required to pay into the court the sum of \$25 before his case will be considered. Then it was that Bedlam is said to have broken loose in a form. Someone yelled 'Ride him out of town on a rail,' and only the interference of cool-headed men prevented the carrying out of the suggestion." The said to have been drowned in Five Finger Rapids on June 20. Eight men were going down on a barge, which capsized. Two were rescued by the Mounted Police and two by a passing steamer. The men were from Seattle.

BOOKS REVIEWED.

It is a pity that Canada has not a few more novelists to write of her and to make an end to the vagueness of the ideas our brothers in the old world have of us here in the new. It sounds improbable enough but it is absurdly true for all that, that the greater number of men and women in the mother country have little or no knowledge of the geography, the history or the conditions, climatic and otherwise, of this vast greater half of the North American continent so rich with resources of all kinds. The more comparatively speaking, few books whose scenes are laid in Canada, but perhaps with resources of all kinds. The more comparative speaking, few books whose scenes are laid in Canada, but perhaps with resources of all kinds. The more comparative speaking, few books whose scenes are laid in Canada, but perhaps with resources of all kinds.

LOST ON THE TRAIL.

Mike Ryan Loses His Life to Save His Partner. Colon McKinnon reached Marshal Staley's office this morning from Atlin by way of the Taku, after several weeks' absence. He had been on the trail for some time, and had been seen by the Taku, and had been seen by the Taku, and had been seen by the Taku.

DEER SKINS SEIZED.

Were About to Be Shipped to San Francisco on the Steamer Walla Walla. Fifty sacks, containing, according to the shipping receipt, "Raw Hides," but which the provincial police believe to be deer skins, the exportation of which is prohibited by the game act, were seized at the outer wharf yesterday by Sergt. Linnell and Constable Murray. They were about to be shipped to San Francisco on the steamer Walla Walla, the ships being Messrs. Bessinger & Co. All information has been sworn to charging the local manager for Bessinger & Co. with an infraction of the Game act.

TEACHERS' EXAMINATIONS.

Close on a Hundred Candidates Waiting in This City. The examination of candidates for teachers' certificates commenced yesterday in this city, Kamloops and Nelson. The examiners are Superintendent Robinson, Principal Paine, and Mr. W. Laing, M. A., at Victoria; Inspector Will at Nelson and Principal Woods at Kamloops. Ninety-five candidates, 79 males and 16 females, are waiting here. The programme for the week follows: Monday—British history 9 to 10:15; reading 10:15 to 11:30; English grammar 10:30 to 12; geography, 2:30 to 3:45; reading, 4 p. m. Tuesday—Arithmetic, 9 to 11; Canadian history, 1 to 2:15; writing, 11:15 to 12; composition, 2:30 to 3:30; reading, 3:30 p. m. Wednesday—Mental arithmetic, 9 to 9:30; bookkeeping, 1 to 2:30; anatomy, physiology and hygiene, 9:45 to 11; optional subjects (2 A), 1 to 2:30; optional subjects (1 B), 3 to 4:30. Thursday—Mensuration, 9 to 11; English literature, 1:30 to 3; optional subjects (2 A), 1 to 2:30; optional subjects (1 B), 3 to 4:30. Friday—Algebra, 9 to 11; natural philosophy, 1:30 to 3; ancient history, 11:15 to 12:15; Latin, 3 to 5. Saturday—Geometry, 9 to 11:30; trigonometry, 1:30 to 3; Greek and French, 3 to 5.

PROVINCIAL NEWS

The Civic Parliament.

Disposes of Much Interesting Business at the Weekly Meeting.

Hackstand Nuisance Again—A Home for Incubables Suggested.

The expectation that last evening's meeting of the city council would be one of the longest on record, was not realized even in part—but the board nevertheless succeeded in disposing of a long list of important business prior to the adjournment at 10 o'clock. Permission was granted for the erection of the wharf so long desired by the Victoria Chemical Company; Ald. MacGregor's resolution to restrict the area for street sprinkling carried by a minor amendment; the by-law for closing certain streets at Craigflower along street through all its stages and becomes law; it was announced that the thorough revision of the hack stand by-law will be taken in hand at an early date; and several of the aldermen voiced the opinion that the time is not far distant at which steps should be taken for the city to provide an institution in the nature of a home for incubables within or near the city and to be maintained at the public expense. "I am glad to be able to inform the council," said His Worship in opening the meeting, "that our city libraries is much improved in health, and anticipates that he will be able to resume his duties on Monday next." That's good," observed Ald. Williams sotto voce, and the clerk proceeded to the order of communications, the first letter on the file being from the city's representatives in the Commons, which read as follows: Ottawa, June 27, 1899. To His Worship the Mayor and Aldermen of the City of Victoria, B. C. Gentlemen—We beg to state that in accordance with the provisions of the act in relation to the amount expended for the improvement of the harbor of Victoria, B. C. as you will at once see, this report is most interesting. The harbor of Montreal is managed by a harbor trust or board, to whom the government has granted a certain amount of money per capita of maintenance at the home. The report of the committee, as interpreted by Alderman Brydon, did not satisfy Alderman Hayward. He held that while cases such as that of the White Pass, and the case of the Old Man, Henderson, for the Victoria Transfer Company, again urged their application for the admission of Martin Willis, a veteran, who had been in the military service of the United Kingdom, to his employment, to the Old Man's Home. The objection, Alderman Brydon explained, has been based altogether on the unfavorable report of the Medical Health officer, from which it was clearly apparent that Willis was not fit subject for the admission to the home. Alderman Humphrey was inclined to think that in such a case the city might well allow the admission of the man, and the objection was accordingly referred to the city engineer for an estimate of the bridge work and the improvement of the harbor. A. Henderson, for the Victoria Transfer Company, again urged their application for the admission of Martin Willis, a veteran, who had been in the military service of the United Kingdom, to his employment, to the Old Man's Home. The objection, Alderman Brydon explained, has been based altogether on the unfavorable report of the Medical Health officer, from which it was clearly apparent that Willis was not fit subject for the admission to the home. Alderman Humphrey was inclined to think that in such a case the city might well allow the admission of the man, and the objection was accordingly referred to the city engineer for an estimate of the bridge work and the improvement of the harbor.

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Bright Report From Atlin.

Some of the Men Who Are Doing Well in the District.

Considerable Amount of Gold Will Come Out This Fall.

Atlin, B. C., June 5.—Atlin is now and has been rather dull for some time, as most of the men are prospecting on the creeks. Pine creek is turning out very well, indeed, as well as any one could wish for. Dr. Mitchell cleaned up 50 ounces in 24 hours' run, with five men shovelling, and on this particular claim the bedrock is only about a foot below the surface. A little lower down comes discovery, where Fritz Miller lives in a little cottage overlooking his discovery. To some friends the other day he exhibited over \$700, the result of 40 hours' run. "It is not bad," said Fritz, "but I expect more when I get into deeper ground, which I did not work last year." C. G. Friel sold his claim last week—No. 12, below discovery on Pine—for \$2,000, and asked why he should not so cheap, said: "Oh, I could not make 100 feet; it was too small for me, and besides I have several fine quartz prospects to look after, which will occupy most of my time." On Nugget Point McCauley and partner washed up 17 ounces in 10 hours with a rocker. In his opinion this country is good enough. Many others are making out big pay and are keeping quiet, simply because they are afraid to say what they are getting, as a lot of unscrupulous men are about who would not hesitate to jump their claims. "It was up as well as any in the country, and already some good results have been obtained there." Boulder, which is four miles east of Atlin, is turning out well and will surprise everyone. "It is only a little creek," said one old prospector, "and you wouldn't expect to find anything, but get below some of those large boulders, and if you don't get from 50 cents to \$150 to each pan, by name it is not a creek." Wright comes into Surprise lake on the opposite side to Boulder, and is showing up well. "I have discovered on Wright," said Mr. Jones, of Rant & Jones, the other day, "and I believe that claim will turn out as well as any in the country. I tell you those discoverers knew what they were doing when they planted their stakes on that ground. While I was there Mr. Welch picked up \$400 nuggets and showed me several more varying from \$20 to \$40." Mr. Blankenship, one of the discoverers, said that he had nothing very good to report, but that he was making a little more than expenses now opening up the claim, and he was going to open up a few more as soon as the frost is out of the ground and we get under way." Last, but not least, comes McKee, which is a creek of the whole creek is being opened out pretty well. First comes the Atlin Milling & Mining Company, with their claim on the west side of the creek. They have 25 men at work and are doing a lot of preparatory work towards opening out their ground. Above discovery, which was formed only recently. Says Ben James: "I would have sold my stake for \$1,000 a few days ago, but now \$5,000 would not buy me. Why," said he, turning off the water as he spoke, "look at those veins, they are all covered with nuggets, and the bottom of the boxes and riffles were covered with nuggets, ranging from \$1 to \$10." And that's one day's sluicing, too." "But a little higher up comes one of the prettiest pieces of property in the district, the 'Cassidy' claim, who was down a few days ago to look after his own interests in that property, and pulling his hand from his pocket he exhibited a handful of Vanugette beauties, all of them, which had been picked up on bedrock. The discussion lasted evening. Grand Trunk Sir Mackenzie Bowell then introduced the amendment which binds the Grand Trunk to the Pacific coast, and makes it irrevocable. But it makes it irrevocable in regard to the Pacific coast, and not in regard to Western ports. It is not known whether the amendment will be adopted. If it is adopted, it will be a great boon to the West, as it will increase the passenger rates to \$250, which means exclusion.

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The expectation that last evening's meeting of the city council would be one of the longest on record, was not realized even in part—but the board nevertheless succeeded in disposing of a long list of important business prior to the adjournment at 10 o'clock. Permission was granted for the erection of the wharf so long desired by the Victoria Chemical Company; Ald. MacGregor's resolution to restrict the area for street sprinkling carried by a minor amendment; the by-law for closing certain streets at Craigflower along street through all its stages and becomes law; it was announced that the thorough revision of the hack stand by-law will be taken in hand at an early date; and several of the aldermen voiced the opinion that the time is not far distant at which steps should be taken for the city to provide an institution in the nature of a home for incubables within or near the city and to be maintained at the public expense. "I am glad to be able to inform the council," said His Worship in opening the meeting, "that our city libraries is much improved in health, and anticipates that he will be able to resume his duties on Monday next." That's good," observed Ald. Williams sotto voce, and the clerk proceeded to the order of communications, the first letter on the file being from the city's representatives in the Commons, which read as follows: Ottawa, June 27, 1899. To His Worship the Mayor and Aldermen of the City of Victoria, B. C. Gentlemen—We beg to state that in accordance with the provisions of the act in relation to the amount expended for the improvement of the harbor of Victoria, B. C. as you will at once see, this report is most interesting. The harbor of Montreal is managed by a harbor trust or board, to whom the government has granted a certain amount of money per capita of maintenance at the home. The report of the committee, as interpreted by Alderman Brydon, did not satisfy Alderman Hayward. He held that while cases such as that of the White Pass, and the case of the Old Man, Henderson, for the Victoria Transfer Company, again urged their application for the admission of Martin Willis, a veteran, who had been in the military service of the United Kingdom, to his employment, to the Old Man's Home. The objection, Alderman Brydon explained, has been based altogether on the unfavorable report of the Medical Health officer, from which it was clearly apparent that Willis was not fit subject for the admission to the home. Alderman Humphrey was inclined to think that in such a case the city might well allow the admission of the man, and the objection was accordingly referred to the city engineer for an estimate of the bridge work and the improvement of the harbor.

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