

TO BE COMPLETED IN THESE WATERS

THE NEW FERRY WILL BE FINISHED HERE

Steamer Will Be Most Powerful of Her
Size on Pacific—Mowera
From Australia.

In speaking of the new ferry to be operated between Victoria and Vancouver in use on the route, Capt. Truap told a Times representative this morning that the proposed vessel will be the most powerful for her size in continental waters. He stated that most of the joinery work on the new craft will be done here. As already announced, the contract for the vessel has been let to Swan & Hunter, of Newcastle-on-Tyne, and will be delivered here some time next winter. After her arrival in these waters all the carpentry work, or at least as much of it as will not be absolutely necessary for the trip out here, will be finished by local workmen. This will mean the expenditure of a large amount of money in the province, as the finishing work to be done on the steamer will be nothing but the finest.

The steamer will have double the power of the last steamer Islander, and will be somewhat longer. Her hull is to be modelled after the English channel design for such vessels, which will be similar to that of the Islander. It will, of course, be made of the best steel, and constructed on the most improved lines. Above all it will have a double bottom, a feature which the loss of so many steamers on this coast has demonstrated as very necessary in all coasting steamships. The C. P. N. Company has a notable and very practical illustration of the fact in the early part of the winter, when the Amor struck on Battery Point, 20 miles this side of Skagway, and had it not been for her false bottom, might have been completely wrecked. As it happened the steamer backed off immediately and came to anchor under her own steam. When on the dry dock her hull attested the usefulness of the double bottom to a degree that had it not been for it, marine men say that she would have been escaped. On the other hand the Hating struck much lighter on rocks farther to the south, and was for over a week being floated.

With the enormous speed of 18 knots an hour, which the new steamer for the run is to possess, the vessel, if having only a single bottom, and going almost at the rate of a railway train, would meet certain destruction by striking. But the new steamer will have the necessary improvements to guard against such a contingency. She will be a twin screw greyhound, and to give some impression of the tremendous power required to make the speed, the vessel will be provided with cylinders as follows: H.p., 274; i.p., 42; two l.p., 45 each, and stroke, 33 inches. She will be four funnels. The vessel will have a length of approximately 300 feet, and accommodation for about 250 passengers. When asked as to the possible service the new steamer will provide, Capt. Truap said that at present it would be too early to give any kind of a forecast, as much might happen in transportation business between now and the date the steamer will be ready for the route. It might, however, be possible, he thinks, to give a morning service in the summer months. The business men of this city seem at present to want the Vancouver steamer to leave here on the schedule she is operated at present, but in the Terminal City this arrangement does not meet with such favor.

According to the Seattle Post-Intelligencer: "A most peculiar situation, one involving a triangular contention, between the United States, Great Britain, and an American corporation, the Alaska Commercial Company, of San Francisco, has grown out of the wreck of the steamer Bertha in Fitzhugh Sound. While no serious international complications are threatened, the Alaska Commercial Company for the time being is, figuratively speaking, between two fires, with what would appear to be a good case for damage against King Edward and the United States."

"When the Bertha piled up on the rocks her passengers beat a hasty retreat over a gangplank run out on an overhanging cliff. Later, when the cargo was carried ashore, much of it was perishable, and the full consignment has been left exposed to the rigors of the Alaskan elements. No shelter was to be had."

Capt. James Carroll, local manager of the Alaska Commercial Company, promptly applied to the Canadian customs authorities at Victoria for a permit to move the freight to a passing American vessel, as the wreck occurred in Canadian waters. This privilege was promptly denied. He then turned to his own government, requesting that he be allowed to land the Bertha. But Collector of Customs Hnestis, of Port Townsend, declined to give the necessary authority, saying he was not clothed with such power.

"Meanwhile the Bertha cargo is in process of destruction on the shores of Fitzhugh Sound. Much of it has already been ruined. Indeed the Bertha is soon floated the probabilities are, it is said, that it will all rot before the authority to move it is secured from the government."

Capt. Carroll leaves for the scene of the wreck, a passenger on the steamer Dolphin. He expressed the belief, however, that the Bertha will soon be afloat. Every possible effort will be made to bring her to this port and complete the necessary repairs in time for her to sail again on March 7th."

The story published above dealing with alleged troubles the owners of the stranded Bertha had with the customs departments of both countries is at variance with the facts in so far as it

relates to the treatment accorded the owners of the vessel by the Canadian customs department. Collector Milne was seen to-day regarding the matter, and he stated that no such refusal as stated by the P.I. was given by the Canadian customs department. Capt. Carroll, or the Alaska Commercial Company, wrote him stating the condition of the Bertha and her cargo, and asking if there was anything in the Canadian laws to prevent the removal of the cargo at the earliest possible date, either on an American or British steamer. The collector immediately wired the department at Ottawa, and Commissioner McDougall replied that "cargo steamer Bertha may, under custom supervision, be shipped to Seattle in a United States vessel." Collector Milne wrote Capt. Carroll, enclosing copy of Commissioner McDougall's reply, pointing out that this would allow goods to be handled by either a Canadian or British vessel. As Fitzhugh Sound, where the Bertha is stranded, is not waters contiguous to United States, this permission does not apply to wrecking, and Diller McHardy from Victoria is at present there wrecking the Bertha. There is nothing to prevent the Alaska Commercial Company shipping the cargo of the Bertha under proper customs supervision.

NEW FISHING ENTERPRISE.
With a capital of \$250,000 a company has been formed in this city for the management of a fishing and cold storage business on a large scale. The base of operations will be at Keats Island, at the mouth of the Fraser river, where, it is said, a cold storage establishment is to be erected, while in Hecate Straits and on the west coast of the Island there will be auxiliary stations. The head offices of the company will be in Victoria. The concern will be known as the North America Fish & Cold Storage Company. John Black, of John Black & Company, of this city, will be managing director. The steam barge Jumbo, a vessel built in Glasgow in 1899, and now in England, has been purchased for use in connection with proposed industry. The vessel is 114 feet long by 20 feet six inches beam, and 13 feet draft. She is equipped with triple expansion engines, electric light and other modern improvements, including an up-to-date trawling apparatus. She will cost delivered here \$35,000. Work is to be immediately commenced on constructing the buildings required for the plant at Keats Island, the main structure of which is to be 150 feet long by 38 feet wide. The cold storage plant is to have a capacity for freezing 50 tons of fish at a time, while it is calculated that the company can place in a state of preservation about 300,000 pounds of fish a week, or treble the amount now caught in British Columbia waters. Besides supplying the local markets, the company expect to find ready sale for all the fish in the East and in England.

MOWERA FROM ANTIPODES.

According to Capt. Hemming, of the R. M. S. Mowera, which arrived here from Australia and Honolulu this morning, H. M. S. Phaeton which has heretofore been reported as having made the Hawaiian capital has not yet reached there. Capt. Hemming says that the steamer was not expected for a week after he had sailed. She was, he states, to take three weeks on the trip from San Francisco to Hawaii. Hemming reports that his voyage was devoid of all incidents of particular interest. He saw only a few vessels on the way from Honolulu. One of these was a large four-masted British ship bound in, and accommodation for about 250 passengers. When asked as to the possible service the new steamer will provide, Capt. Truap said that at present it would be too early to give any kind of a forecast, as much might happen in transportation business between now and the date the steamer will be ready for the route. It might, however, be possible, he thinks, to give a morning service in the summer months. The business men of this city seem at present to want the Vancouver steamer to leave here on the schedule she is operated at present, but in the Terminal City this arrangement does not meet with such favor.

CONNECTION WITH NANAIMO.

The Chamber of Commerce of Seattle has expressed its desire to co-operate with the Nanaimo Board of Trade in the effort to establish a line of steamers between Seattle and the coast of British Columbia. The committee on foreign commerce, to which the matter had been referred, reported that such a line should be established with a weekly service, or at the least, a bi-weekly service. The committee also stated that it was investigating the matter with a view to ascertaining the probable amount of freight and passenger traffic between the two cities, and asked for further time. In the same connection L. M. Wood, chairman of the committee, has written a letter to Geo. L. Schekel, secretary of the Nanaimo Board of Trade, asking for a list of the shippers who would deal with Seattle, also for the approximate tonnage of the goods they would probably require from this market.

CURATIVE FIRE.

In the homes of Balkan peasants nothing is prized so highly as the fire on the hearth, for it is regarded as sacred, and is never allowed to go out. Tradition says that if it is extinguished misfortune will surely come, and that in many cases the death of the fire is a sure token that some member of the family will speedily die. Another time-honored tradition says that the sacred fire is able to cure many maladies, and that the fire is the main reason why it is guarded so carefully throughout the Carpathians and the Balkan peninsula.

An extraordinary spectacle has just been witnessed off Pukeonoke. Two fishermen on a small boat hauled in their nets, which were full of fish. One of the fish was a large cod, which weighed about 100 lbs. The fish was so large that it was difficult to land. The fishermen were very happy, and the fish was sold for a large sum of money. The fish was a very fine specimen, and was much admired by the people who saw it.

IMPRISONED IN A SUBMERGED CRAFT

THRILLING ESCAPE OF VICTORIA SEALERS

Stanch Little Schooner Lost Off the
Oregon Coast With One Fatality—
Survivors Reach Home.

The staunch little sealing schooner R. L. Morse has been lost off the Oregon coast, and one of her crew drowned. Such was the sad news brought by the survivors who arrived on the Umatilla last night. They were Capt. George Cessford, Mate Jas. Bishop, Fred. Keely, Geo. Finlayson, J. Roberts, M. Mitchell and A. Williams, and they tell the story of an experience which is doubtless unparalleled in the marine annals of the coast. The victim of the deplorable affair was young George Donaldson, of James Bay, a lad of 18, who was making his first sealing voyage.

Capt. Cessford was seen at his residence, Victoria West, this morning, and while naturally feeling the effects of his narrowing experience, kindly furnished a Times representative with a graphic account of what he and the others had passed through.

They left port about the 9th of January, intending to try the southern sealing grounds, but

Encountered Rough Weather continually from the time of departure. They spoke the schooner Oscar and Hattie about 37 north latitude, and were advised to go no further, as no seals had been seen there. The weather continued rough, and owing to the boisterous seas they were unable to get out the boats.

On the morning of Sunday, February 16th, a terrific gale sprang up from the southeast, and by noon was at its height. It dropped somewhat but after that time, although it still blew at the rate of 30 miles an hour, and a very high sea was running. The captain and crew did not feel alarmed, as they had been out in storms equally severe, while they had confidence in the staunch little craft, which had braved many a trying experience.

One huge sea did all the damage. Young Donaldson was on watch, and the others down below, when suddenly, about 2:30 o'clock, a tremendous wave struck the schooner, washing the unfortunate young fellow on deck overboard. The Morse went over.

On Her Beam Ends

until her masts were under water. Down in the cabin the captain and crew were caught in a trap and none expected to see daylight again. The water broke in the skylight and almost filled her. Half-drowned, bewildered and under a terrible strain, the crew struggled for their lives. They believed themselves doomed to a dreadful death, but put forth superhuman efforts to extricate themselves from the perilous position. Suddenly, to the inexpressible delight of all, the schooner righted herself. The cement ballast in her was the saving factor, and she was able to ride the waves very much delapidated, but firm enough to give the men a fighting chance for safety.

Capt. Cessford was nearly drowned at one time. He swam a great deal of water, and half-strangled managed to reach the deck. The mate was injured by floating objects from the lockers, but all succeeded in getting out with no serious injuries.

When they reached deck they saw that the sea, the single solitary wrecker, had played terrible havoc.

The four boats, main boom, gaff and steering gear were carried away, while the main foremast was broken by the strain as the vessel righted herself. But, sudden as the grim destroyer's death was in that sea, and there was one absent from the little group who fought for many successive hours to save the craft from being swallowed up in the sea. That one was George Donaldson.

After cutting the foresthead loose, the captain ran for the pumps, but they were broken. The schooner had taken a tremendous load of water, and was in great danger of sinking. Everything in her had listed when she turned over, and it was necessary to get her on the starboard tack, as another sea might finish the disastrous work that its destructive predecessor had all accomplished.

The captain and another went down to the main hole, and the others to the cabin, and all started to work with buckets. On deck the mate kept watch, throwing dog fish oil overboard, and in other ways guarding against a repetition of their recent experience. In the main hold and cabin the captain and others

Worked Incessantly for Hours.

They made but very little headway, and at times were under the impression that they were losing ground. Darkness set in, but still they bailed; up to their waists in water, tired, drenched and discouraged, it is little wonder that they will carry the memory of all they passed through to their graves. Finally, after three hours' bailing, they began to gain somewhat. They worked all night, and by morning had the water almost all out.

They had had no sail left to put up, and after the vessel righted had put out a drag, but the line only held about 15 minutes. They tried another drag, and a small kedge anchor, and these managed to hold. These, with the use of dog fish oil, and the main reason why the craft comparatively secure from another onslaught by the truculent sea.

The next day, Monday, the weather was fine, and they

Managed to Rig Up a Sail.

Their two masts were intact, with the

DYSPEPSIA

If there is any person more unhappy than the dyspeptic it would be hard to find him. Dyspeptic people are generally tortured by a constant desire for things they know they must not eat. Dyspepsia is a very common disease; most people, particularly those who do not take enough exercise, are inclined to it more or less frequently. The dyspeptic generally has recourse to various medicines which only offer temporary relief from the distress, but do not effect a cure. What the dyspeptic needs is

Dr. Williams' Pink Pills FOR PALE PEOPLE.

These pills are not a purgative but are tonic and strengthening. They act upon the stomach, nerves and blood, and are particularly good for dyspepsia and all stomach troubles. They give relief, but they do more than that. They remove the cause of the trouble and by strengthening the organs they effect a permanent cure.



Mr. William Birt, Pisquid, P.E.I., is one who suffered for years, and relates his experience for the benefit of similar sufferers. He says: "For many years I was a victim of indigestion, accompanied by nervousness, palpitation of the heart and other distressing symptoms. My appetite was irregular, and what I ate felt like a weight in my stomach; this was accompanied by a feeling of stupor or sleepiness, and yet I rarely enjoyed a night's sound sleep. When I would retire creeping sensations would come over me, with pains and fluttering around the heart, and then when I arose in the morning, I would feel as tired and fatigued as I did before I went to bed. It is needless to say that I was continually taking medicine, and tried, I think, almost everything recommended as a cure for the trouble. Occasionally I got temporary relief, but the trouble always came back, usually in a still more aggravated form. One day a neighbor, who had used Dr. Williams' Pink Pills with much benefit, advised me to try them, and I decided to do so. To my gratification, I had only been using the pills a few weeks when I felt decidedly better, and things began to look brighter. I continued taking the pills for several months, with the result that my health was as good and my digestion better than it had ever been. One of the most flattering results of the treatment was my increase in weight from 125 pounds to 155 pounds. It is more than a year now since I discontinued the use of the pills and in that time I have not had the slightest return of the trouble. We always keep the pills in the house now, and my family have used them for other ailments with the same gratifying results."

Dr. Williams' Pink Pills make new, rich blood with every dose, and in this way they cure all diseases having their origin in poor or watery blood, such as dyspepsia, kidney and liver troubles, stomach ailments, rheumatism, sciatica, partial paralysis, St. Vitus dance and anemia. They restore the glow of health to pale and sallow cheeks and give renewed health to women whose lives are made miserable by the ailments that afflict their sex.

Refuse all so-called tonic pills that do not have the full name, "Dr. Williams' Pink Pills for Pale People" on every box. If you do not find them at your dealers they will be sent post paid at 50 cents a box or six boxes for \$2.50 by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

THE FAWN'S POSITION OFF CATALINA ISLAND

Schooner in Better Condition Than Was
at First Reported—Sailors From
Her Have Rough Experience.

to do so when danger from this quarter was apprehended.

Had the others been on deck at the time they would most assuredly have shared Donaldson's fate.

All the shipwrecked men are Victorians, and some of them are well known here. Both the captain and mate have had extensive experience at sea, and the latter says that this last experience was the worst he ever encountered.

At the time they were struck the schooner was about 12 miles from the coast, in north latitude 41:50 and 125:10 west longitude, this side of the boundary line between California and Oregon.

The R. L. Morse was a thirty-ton craft of the following dimensions: Length, 50 feet over all; keel, 45; beam, 14, depth of hold, about 8 feet. She was built at Fairhaven in 1892, and came to British Columbia as a trader two years later. She was

Operated for One Season by an Englishman named Jos. Martin, who traded with her along the West Coast of the Island of Hawaii. She subsequently fell into the possession of James Hunter, and was from him purchased by Messrs. Cessford and Bishop, and fitted up for last season. She left port on February 10th last year, and after a trip up the coast returned in May. She left again on June 21st for Behring Sea, returning in October. Her official catch was 218. They were handicapped somewhat last year by a delay occasioned by an accident to one of their crew, who had to be landed at an Alaskan port for treatment for blood poisoning. She was insured for \$1,500 in Lloyds, through the local agents, Messrs. Hall & George.

Captain Cessford, Mate Bishop and all the survivors speak in the highest terms of the magnificent treatment accorded them by the Penelope, and Capt. Cousins, of the Umatilla. They did everything that man could do to make the shipwrecked men comfortable, and their conduct cannot be too highly praised. It is such men as these who reflect honor upon the sailors' calling. It is a singular coincidence, that Capt. Cessford's brother, John, is a member of the crew of the Umbrina, which was badly buffeted in a storm off the Columbia river early in the month.

THE POLICE CAPTAIN.

It has become a matter of profound conviction with me that the most potent factor in city regeneration is the police captain. It is my belief that few realize the responsibilities of his position, or the practical influence of his authority with lawbreakers. The police captain is the man who is the chief and public virtue or vice prevails in his district in proportion as he is vigilant or lax in the enforcement of law. The police captain very quickly acquires a reputation for being a man of law, and it is known to be easy-going or crooked, or a condoner of evil, if his own private life, represented by his talk, by his lax conduct of duty, shows him to be a man without scruples. On the other hand, the people of the region are quick to detect the high-minded police captain, in the same way as the police captain is quick to detect dark holes when a flood of sunlight is thrown on him.

The proper estimate has not been placed, in my judgment, on the position and office of the precinct commanders. None but the best-equipped men, morally and otherwise, should be chosen for the responsible position. Their salary should be made so large as to place them above temptation, and a strict account of their stewardship should be demanded. It is essential to have a man of high calibre in the office of the police captain, but it is just as essential to have the police captain as well equipped with subordinate positions. —A. E. Doyle in The Outlook.

FARMERS' INSTITUTES.

Delegates in Convention From All Parts
of the Province.

A convention of delegates from the various Farmers' Institutes throughout the province was opened in the department of agriculture this morning. Major J. M. Mutter, of Sonoma, was elected to the chair, and Jno. F. Collins, of Salt Spring, appointed secretary.

J. R. Anderson, superintendent of institutes, read his report, and a committee was appointed to draft a programme for the sittings of the convention. This committee reported at 1:30 this afternoon. As several delegates could not be present, because the C. P. R. train failed to connect with the Chama-er yesterday, the convention was adjourned until this evening at 8 o'clock.

The delegates elected to the various institutes follows: John Perry, Nanaimo; Walter Towland, Matsqui; H. Harris, Langley; W. H. Ladner, Delta; L. W. Paisley, Chilliwack; J. H. Churchill, Surrey; Edward Moore, Alberni; H. W. Raymer, Kelowna; John B. Cade, Mission; Joseph McPhee, Comox; Munro Miller, Victoria; J. P. Collins, Salt Spring; Major J. M. Mutter, Sonoma; W. Arden, Metichosin; Andrew Noble, Kamloops; W. I. Brandt, Vancouver; Joseph Whelpton, Agassiz; B. C.

SOLD FOR MILLIONS.
Group of Mines Passes Over to the Amalgamated Company.

Chicago, Feb. 24.—A dispatch to the Record-Herald from Butte, Montana, says: "United States Senator Clark has sold his Colusa Parrot group of mines to the Amalgamated Mining Company. The consideration is withheld from the public, but the price is understood to be in the millions. The purchase was a settlement of litigation between the Anaconda and Senator Clark's Colusa Parrot Company. The great Anaconda lode was involved in the controversy. It having been charged that there was a union between that vein and the Colusa Parrot vein, and that the Anaconda had been mining on Colusa Parrot property. The litigation it is said will now be discontinued."

BEAUTY AND BREATHING.

Correct breathing is the first art to cultivate in the pursuit of beauty, just as it is the first step toward improvement in health. As a woman breathes, so she is; for the pulse of the heart is in the throat to the whole figure. When the chest is in proper position, the fine points of artistic wearing apparel and all the little graces of fashion are seen to best advantage. Even humble hatters to-morrow will be able to keep the body upright. The muscles should hold it in position, otherwise grace is out of the question, and good health difficult. To breathe correctly, keep the chest open, the shoulders back, the neck straight, the hips level. The observation of these directions will insure to golf skirts and rainy-day costumes a real dignity and picturesque effect. Breathe upward and outward, as if about to fly, drawing in the air with long, deep breaths, and letting it out gently. This conscious deep breathing repeated ten or twenty times at intervals during the day tends to expand the chest, purify the blood, and give it a healthy style. Repeated forty times, it is said to be a cure for worry.—Harper's Bazar.