

SECURE LENNOX AND BRAEMAR

Two Steamers Chartered to Augment C. P. R. Trans-Pacific Service

TO REPLACE VESSELS SOLD

Braemar Well Known Here, Having Been One of Old Dodwell Line

The C. P. R. is reported to have chartered two steamers, the Braemar and Lennox, to replace the steamers Tartar and Athenian sold to a Japanese shipping company recently, as indicated in a dispatch from Vancouver...

The C. P. R. has been endeavoring to charter steamers for some time to augment its trans-Pacific service. It was stated that the steamer Montrose and Monterey would be sent to the Pacific but the accidents to other Atlantic steamers flying the red and white flag of the C. P. R. caused an alteration of the plans and it was decided, for the time being at least, to use chartered steamers.

The big Blue Funnel liner Bellerophon, which was released from quarantine at William Head on Friday, had but a corporal's guard of her crew when she left in charge of Capt. Bartlett. The other crew members remained in quarantine at William Head. There were six Chinese firemen below, in addition to one officer, while one lonely Chinese sailor paced the deck. Only one of the four crew members passed muster at quarantine and the steering of the vessel fell to the officers and Pilot T. S. Burley, jr., who brought the vessel up.

BELLEROPHON LEFT MANY ONLY CORPORAL'S GUARD OF BIG FREIGHTER'S CREW WENT FROM WILLIAM HEAD WITH THE VESSEL

Thirty-six Chinese firemen, sailors and stewards, in addition to eighteen white members of the crew were left in the quarantine station. The vessel brought eighteen passengers who were also left at the detention hospital. The fifteen freed musters were forced to leave the vessel under a guard of went fumigation and the big liner spent twenty-four hours ashore, and the others who were released were not allowed to join the vessel for forty-eight hours.

CAPT. FERRIS RESIGNS

Victoria Shipmaster Who Became Assistant Superintendent of P. S. S. Co. Leaves Post

Capt. F. E. Ferris, who left the steamer Princess May a few months ago to take the position of assistant superintendent of the Pacific Coast service of the company, has resigned the position of master of the big oil tanker Argyle. The appointment of Capt. Ferris was made by Capt. J. H. Bartlett, who resigned his position as superintendent of the Allison company to be followed by W. H. Allison, and Capt. Ferris remained less than a month after Capt. Bartlett's usual practice in the Pacific Coast Steamship company, when its occasional changes of managers are made, for a number of years. He is a Victorian and has had a long career, with a considerable sea experience, both on the China coast and in British Columbia waters. He was master of the steamers Fatsan and the vessel was some time before returning home to Victoria to enter the C. P. R. coast service in which he remained until accepting the appointment of assistant superintendent of the Pacific Coast Steamship company.

CAPT. MIKKELSEN IS NOW RETURNING HERE

Duchess of Bedford's Commander Left Cape Nome a Week Ago Overland on Way Back

FIRST SESSION OF NEW COUNCIL HELD

The South Saanich Municipal Fathers Meet With Reeve Quick in the Chair

The first meeting of the new council of the municipality of South Saanich was held on Saturday night. Of the old council only two members are in this year's list, Reeve Quick and Councillor Pointner, who again represent the ward of two, having been elected by acclamation at the recent elections. The new members, Councillors Nicholson, Dunn, Scott, Mannix and Haldon, took their place at the council board for the first time. The business of the meeting was purely routine, few matters of importance coming up for consideration.

The board of school trustees of the municipality forwarded a detailed estimate of the sums required for the current year's ordinary expenditures together with a request for an extraordinary expenditure of \$2,000 to be made for the purpose of building a new schoolhouse at West Saanich, the present building being much too small and in a very bad state of repair. The estimated amount required this year is as follows:

Table with 2 columns: Item, Amount. Includes School Estimates, Provincial grant, Municipal grant, Expenditures, Balance at credit.

DELEGATES TO CONVENTION

Reeve Quick and Councillor Nicholson were appointed delegates to represent the municipality at the forthcoming annual convention of the Union of British Columbia Municipalities to be held at Nanaimo on February 24.

GENERAL BUSINESS

Road Superintendent James Pim reported on the condition of certain portions of Quadra street, which he stated had been damaged by the street cleaning machine. He also reported on the condition of the Richmond street, which was damaged by the street cleaning machine.

PRINCESS MAY IS BACK IN DISTRESS

Cylinder Head Cracked When On Her Way to Skagway, When Oil Leaked

The steamer Princess May, of the C. P. R. Skagway service, which left the Belleville-Stratford wharf at 11 p. m. on Friday for Lynn canal via the usual port of call in northern British Columbia, returned to the outer coast in distress yesterday morning under her starboard engine, the port one being disabled as a result of the breaking of a bolt which resulted in the high pressure cylinder cover. One of the oilers was struck on the shoulder by a splinter, but not seriously injured. The steamer was between Victoria and Skagway, where it was to have called, when the accident took place, and Capt. McLeod decided to return to port, limping back under one engine. The vessel was tied up at the outer dock and was afterwards towed to the Victoria Machinery depot by the Otter. It is improbable that the steamer will make permanent repairs until she returns from the north. The high pressure cylinder will be cut off and the two other cylinders used as a compound machine.

Another large steamer which reached port yesterday morning, the Iroquois, which plies between Sidney and Nanaimo via the Gulf Islands, the Iroquois was damaged by claims to the Victoria and Skagway, where it was to have called, when the accident took place, and Capt. McLeod decided to return to port, limping back under one engine. The vessel was tied up at the outer dock and was afterwards towed to the Victoria Machinery depot by the Otter. It is improbable that the steamer will make permanent repairs until she returns from the north. The high pressure cylinder will be cut off and the two other cylinders used as a compound machine.

GOSSIP OF THE HOTELS

Among the first guests at the Empress hotel was Hon. William Hespeler, a Manitoba pioneer, whose name is well known to the people of this city. He was identified with the progress of the province, particularly with that of the city of Winnipeg, since the day when that place was known as Fort Garry. In the thirty odd years that he has been a resident of Manitoba he has seen that province grow from a few small settlements along the Red and Assiniboine rivers to one of the leading wheat producing districts of the world, and he has watched Winnipeg grow from a Hudson's Bay company post to a city of over 100,000 people, the commercial capital of the whole prairie country.

Born in Germany, where he received his education, he came to Canada as a young man settling in Western Ontario. When attention was attracted to Manitoba by the taking over of that country from the Hudson's Bay company, Mr. Hespeler was one of those who immediately realized the possibilities offered there and went on the ground to take advantage of them. He has since been very successful in his business, and has been a resident of Winnipeg for the past several years. He is a supporter of the Greenway German consular for Western Canada, a position he held for over a quarter of a century. The number of Germans who settled in Western Canada rendered this position by no means a sinecure, but Mr. Hespeler performed his duties with such distinction that he was the year before he had bestowed upon him by the Emperor William for his services the order of the Red Eagle, the highest honor for civil services in the gift of that monarch.

Mr. Hespeler has taken an active part in public affairs in Manitoba. He was an alderman of Winnipeg in the early days and was a generous supporter of the work of the Winnipeg General Hospital, besides of other charities. In the general Manitoba election of 1894, when Hon. Hugh Boulton defeated the Greenway government, he ran as an independent Conservative candidate for Rossburn, and was successful. The result of the year before was very close and the government for some days claimed Mr. Hespeler as a supporter in order to figure out a majority. He has since then been a supporter of the government, but Mr. Hespeler soon put an end to this claim.

spending a few days at the Empress hotel on company business. Discussing the situation from a coal mining standpoint Mr. Lindsey said yesterday:

"Coal mining generally is quiet just now, due partly to the financial stringency and partly to the short crop on the prairies. There is about half the wheat to be carried there as there was last year, and there is generally less traffic. The railways companies are reducing their staffs, and of course there is less coal consumed, and this is true on both sides of the line.

"The low price of metals is also discouraging mining with the result that less coke is wanted. We are manufacturing about 400 tons of coke daily just now, which is much less than our former output. The company had contemplated a large increase in their tonnage, but it is likely that these improvements will be deferred for a while.

"Our monthly payroll is about \$189,000, which makes things keep pretty good in Fernie. I understand on good authority that two of the principal Alberta collieries have closed down, at Frank and at Blairmore, and that there are two hundred miners out of work in Alberta. About 2,500 men employed in our mines.

"The lumber industry is also slack just now and only about ten per cent of the usual quantity of logs are being cut this winter in East Kootenay, one of the reasons being the immense stock of lumber already on hand in the market, which is being sold by the British Columbia mills.

Messrs. Lindsey and McEvoy returned today via Seattle and Spokane. G. G. S. Lindsey, general manager of the Crown's News Company, and M. J. McEvoy, the company's chief engineer, have been

MAMMOTH JANUARY SALE

CAMPBELLS'

Sale End Clearance of Children's Coats

INCOMPARABLE ECONOMIES, this season's most fashionable and durable productions in Children's COATS and Misses' SUITS at less than cost because we must clear the way for our matchless WHITE WEAR SALE

SMART TWEED COATS: Eighteen Smart Tweed and Serge Coats for children 8 to 10 years. Regular price, \$3.00 to \$4.50, Sale End Price \$1.50.

DRESSY CLOTH COATS: Four Only in Navy, Cardinal and Black for children 8 to 10 years. Regular price, \$3.75, Sale End Price, \$5.00.

VELVET COATS: Three only in Cardinal and Brown Velvet, for three-year-old children. Regular price \$10.50, Sale End Price \$5.75.

BLACK COATS: Five Black Coats, nicely trimmed, for children 5 to 8 years. Regular price \$2.25, Sale End Price \$1.50.

NAVY COATS: Four Navy Coats, navy with velvet collars and cuffs, for children from 4 to 6 years. Regular price \$9.00, Sale End Price \$5.75.

VELVET COATS: Four in Navy, Brown and Cardinal, children 8 to 10. Regular prices \$12.75 and \$15.00, Sale End Price, \$5.00.

FINE TWEED COATS: Three Fine Tweed Coats, for children 6 to 8 years. Regular price \$2.25, Sale End Price, \$2.00.

VELVET COATS: Six in Navy and Electric, for children 2 to 5 years. Regular price \$4.50, Sale End Price \$2.25.

MISSIE'S SUITS: In Navy, Brown and Grey Checks. Regular, \$11.00 to \$15.00. The catch of the season at Sale End Price \$5.00.

ANGUS CAMPBELL & CO.

The Ladies' Store Promis Block, Government Street, Victoria. Sale Terms Cash No Goods on Approval

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NEW RIVER STEAMER

Tenders in For Freighters for Service on Skeena For Grand Trunk Pacific

Tenders for a new sternwheel freight steamer to be used by the Grand Trunk Pacific railway for carrying the stores for the company's construction camps on the Skeena river were received by Capt. S. B. Johnson, recently appointed superintendent of the Grand Trunk Pacific railway company, up to yesterday, and it is expected a contract will be awarded on Monday for the construction of the vessel.

The work of building a sternwheel steamer, which will be used by the Grand Trunk Pacific steamer, have both passenger and freight accommodation for the Hudson's Bay company by Alex Watson is proceeding rapidly, and the hull will soon be ready to receive the engines, which are being built by the Folsom Iron works of Toronto. This steamer will be followed shortly by another to be built for the Hudson's Bay company.

All three are to be ready to go into service on the Skeena river in the spring when navigation opens, and it is reported that other vessels will be secured by the owners of the wrecked steamer Northwestern, and others. The Caledonia, which was acquired by the syndicate Prince Rupert and which will be used on the Skeena, this vessel is expected to be ready for service in the winter.

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likely to continue owing to the variety of purposes for which the fibre is now used.

Should Mr. Ashton succeed in his endeavor to form a local company, he has already received considerable encouragement—the object will be to produce first class ramie yarn and cloths by a combination of the various processes of freeing the fibre from its gum combing spinning and weaving.

At the commencement the raw material will be obtained from China, but as soon as possible the company will have its source of supply in Mexico. The raw fibre will be scientifically treated in the mill at or near Victoria and converted into "warp" ready for spinning, and eventually into yarns and cloth.

broke down the door and rolled aft, taking benches and chairs along with it. Gunderson pluckily held on to the spokes of the wheel, although waist-deep in the icy brine. Above him, on the starboard side of the bridge, as far from the boarding wave as could get, was Second Officer Mathieson, in temporary charge of the steamer.

Capt. Riley was in his room at the time, but hurried to the bridge and the steamer hoisted. For the next hour she plunged and rolled and took waves aboard but escaped further damage. In addition to the staving of the plowhouse and the starting of the foundations of that structure, panels of the superstructure farther aft were ripped out by the force of the waves.

There were 230 passengers on the Umatilla. Those who were in the dining room were thrown down by the shock, but not injured. Many of the passengers were seasick and some of them only learned the next morning that they were in the water. One great wave came over the deck and the cabin was up and about in the social plain showed their fear and rushed about helplessly, but were not allowed to open the outer doors. Moderating weather later in the evening calmed the frightened passengers.

The Call says: One woman, the cover of whose stateroom was knocked into studding, was rescued from what was left of the room. It took the efforts of five men, didn't even know that she had been rescued until the sea was down. The woman, who was rescued, was taken to the al fresco quarters from which she had been exhumed.

Platery was founded in fine weather, but day broke on Sunday over a troubled sea. The wind developed full velocity and kicked up a sea that exposed the tops of the deck. The Umatilla, at the mercy of the storm, it ripped across the water, it ripped along the starboard side of the ladder and went racing aft to do more mischief.

FROM WEST COAST.

Tug William Jolliffe Back From Island Ports.

DETAILS OF ROUGH TRIP OF UMATILLA

Exciting Experiences of Those Who Went From Here on San Francisco Steamer

The steamer Umatilla of the Pacific Coast Steamship company, which is due in port today from the Golden Gate and has 75 tons of general merchandise on board, had a trying time on her voyage from this port to the Bay city, according to San Francisco papers received yesterday, supplementing the telegraphic despatches telling of the stormy trip. The Examiner says: "In the heaviest sea that has raged off the northern coast since the collars Montserrat and Mattawan went down to mariners, a tremendous southeasterly gale pounced down upon the steamer Umatilla at dark last Sunday evening as she was laboring along twenty-two miles this side of Cape Flattery.

In the howling gale a tremendous wave came over the bows and went tearing aft with almost irresistible force. A part of it struck the port side of the plowhouse and crushed it, the woodwork as though it had been paper.

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