Recovering Wreck Victims

Twenty-One Bodies Have Been Found by Searchers in Vicinity of Wreck.

Tug Fails to Make Landing With Dories—Arrangements for Investigation.

Survivors Tell of How G. H. Jesse Met Death While Helping the Weak.

(From Tuesday's Daily.)

TWENTY-ONE bodies have now been recovered from the Valencia, three more having been brought ashore yesterday, and three were recovered on Sunday. All efforts are now being concentrated on recovering the dead, the last faint hope for the living having gone. Three large tugs, the Bahada, Wyada and Lorne, with dories and sealing boats, each with a party of experienced fishermen, sealers and prospectors on board, the steamer Salvor and the United States revenue cutter Grant went again to the scene, the tugs landing parties to relieve the greatly fatigued men who have been scouring the shore since the disaster occurred and to augment the search parties organized ashore. The work of recovering the bodies has been systematized, those in charge taking into full consideration the trend of tide and current. Indian parties have been sent to the various Islands in Barkley Sound.

The Canadian government has commenced arrangements for an investigation to be held in Victoria. Captain Gaudin, local agent of the marine and fisheries department; Captain J. G. Cox, Lloyd's agent; and Captain Newcomb of the Canadian cruiser Kestrel have been appointed as the commission. There are few survivors remaining in the jurisdiction, several who were here having been ordered to Seattle by the steamship company. This afternoon Frank Connors and George Long, survivors who are in the local hospital and are too ill to be moved, were subpoenaed and will be held for the investigation.

Whether many more of the bodies found will be taken from the scene of the disaster is problematical. An undertaker with a carpenter and a supply of lumber for coffins, as well as a number of coffins secured here, were taken to Bamfield by the tug Lorne and the bodies will be taken to the cable station, whence those that are identified will be shipped; and others will probably be buried at Bamfield.

Steps are being taken to prevent any possible looting by Indians, the collector of customs having appointed the lightkeepers at Carmanah and Cape Beale as his agents to take charge of any wreckage of value coming ashore, to be held pending instructions, and as there are large quantities of liquor coming ashore, it is probable that this will be destroyed, to prevent it falling into the hands of the Indians.

YOUNG JESSE'S HEROISM

In conversation with George Long and Frank Connors, two survivors of the wreck, who were picked up by the Salvor and are now at the marine hospital, a Colonist reporter was given a brief account of the brave manner in which G. H. Jesse of this city faced the danger. The Colonist representative was accompanied by H. Jesse, a brother of the unfortunate young man, who briefly described his brother.

When asked if he had recognized him from the description, Mr. Long said: "Yes, I saw him on board, and he was there when I left, and he was one of the gamest of the entire party."

Continuing, Mr. Long said: "No one could mistake him, as he was such a well-built young fellow, and during Tuesday night he not only held on himself, but also supported Miss Laura Van Wyck of San Francisco. I did not know who she was till I saw her picture in the paper, but I recognized her then. She was trying hard to keep her courage, but at times broke down, and it was then that Mr. Jesse showed his determination by clinging on to the best of his ability and at the same time trying to rouse her drooping spirits. Mr. Jesse was a man in a thousand, and when I left the vessel he was still clinging to the rigging with Miss Van Wyck in his arms."

Mr. Long then gave a description of Mr. Jesse, which tallied almost exactly with that given by his brother, and there can be no doubt but that it was Mr. Jesse who acted with such heroism in trying to save Miss Van Wyck.

Frank Connors, like Mr. Long, also recognized Mr. Jesse from the description, and in conversation said: "Yes, I saw him, and once one saw him he would not fail to recognize him again. He was a peculiarly striking young man. He was a little lower down the mast than I when the topmast broke. I was carried down with it, and Mr. Jesse had a hard time to keep up in the rigging. I called to him to come down and take a chance on the life raft, but he said: 'No, I have some one to look after here, and will stay and take my chances.'"

Continuing, Mr. Connors said: "If Miss Van Wyck had been saved she would have owed her life to Mr. Jesse, as he did his utmost to save her. He was still clinging to the rigging when I left, and was holding the young lady to prevent her from falling."

Concluding, Mr. Connors said: "I am awful sorry to hear that he was not saved, as after the effort he made he certainly deserved to be one of the lucky ones; but after the way I saw him when I left, it is quite likely that he went down still trying to save Miss Van Wyck."

During the time the Colonist reporter was with Mr. Connor he was visited by Mr. A. W. Ross of this city, who handed him a photograph, at the same time asking the question, "Did you recognize that gentleman on the boat?"

Without any hesitation Mr. Connors replied: "Sure! He left on the raft with us, and jumped overboard to try to swim ashore."

The photograph was that of A. T. Rolfe of New Westminster.

"Yes, I certainly remember him. The steward was wearing his hat nearly all the time, and it was only a short time before the vessel struck that he asked for it. He got on the raft with us, and after drifting around for nearly two days he said he was going to try to swim ashore, and he asked me to go with him. But I thought that I would stay with the raft. I did not want him to go, but before I knew it he jumped, and I saw him dashed against the rocks. We were unable to help him."

The photograph was handed to Mr. Long, and while he was examining it Mr. Connors asked him if he recognized it.

"I do not quite remember him," said Mr. Long.

"Don't you remember the fellow with the big piece of tobacco who was giving it away to the boys?"

This brought it back to the mind of Mr. Long and he quickly recognized the photograph as that of one of his companions on the raft, who had met a fate that he had escaped.

The two men are improving very rapidly, and expect to be out in a few days.

The party consisting of Lineman Logan, Daykin, and Martin, which was at the top of the cliff when the steamer broke up, say they believe the line could have been brought ashore if an intermediary two-inch line had been bent on the thin line of spun rope instead of having the five-inch hawser bent to the thin line. The thin line, however, could not stand the strain of the hawser and broke after he fastened the end on shore. The other two lines shot from the wreck did not reach shore. Concerning the last line that was fired from the cannon on the wreck Frank Conners, the waiter who is being treated at the Marine hospital here, tells of how Louis Olsen, a seaman of the steamer, was dashed to death on the cliffs while attempting to fasten this line. A line had been attached to a scantling which was thrown overboard with the hope it would drift to the shore rocks and become fast, and after two lines had been shot without avail Olsen managed to effect a landing on the rocks. While trying to make a line fast, which struck the face of the cliff he fell, and was killed.

Finding of Bodies

A Bamfield special to the Colonist last night says: Tug Bahada, which left Bamfield Creek yesterday for a small bay, discovered on Sunday by Lineman Logan and party near Darling river with a crew of Indians to make a landing there and secure the bodies on the beach. On arrival, however, the Indians said the sea was too rough and would not attempt a landing. Capt. Harris then lowered a dory manned by a white crew and got quite close to the place where Logan reported a landing possible. On examination, though, it was shown there was an outer reef and the dory's crew could not get through. The tug Bahada will proceed to Clo-oose and a crew of Indians who know the coast well in the vicinity of the wreck will be secured, so that if a landing is possible they can make it. The steamer Salvor, which went to the succor of a bark reported on Sunday in distress, cruised during the morning in the vicinity of the wreck but did not pick up any bodies. The Salvor left Bamfield to return to Victoria at 5 p.m. Frank F. Bunker, the survivor who has been waiting at the scene of the wreck in the hope of finding the bodies of his wife and children, is coming to Victoria on the steamer Salvor, which is expected to arrive tomorrow.

Difficulties of Search Parties

Organized parties are making every effort to secure all the bodies of victims of the disaster that can be found. With a calmer sea attempts will be made to land near the scene of the wreck and take the bodies on tugs, it being impossible to take the corpses over the difficult trails. The tug Lorne left yesterday, taking a party to assist in the search, joining the tug Wyadda and the tug Bahada, which has some fishing dories on board for use in surf landings. All these tugs were chartered by the Pacific Coast Steamship Company.

D. Logan, the lineman who is engaged will Phil Daykin and J. Martin, searching in the neighborhood of the wreck, reported on Sunday having discovered a small bay about four miles distant from the scene of the wreck where he expects small boats will be able to make a landing and his party is removing the bodies found by them to the bay, so that they can be embarked on the tugs. Logan has eight corpses, which are being taken to the small bay and he expects to have them taken off by the tug.

The fishing launch Shamrock from Toquart fishing station reached Bamfield Sunday evening with the body found on Fritchett island in the Broken group in the centre of Barkley Sound, this body being, it is believed, that of Wilson, the man who became insane and jumped from the life raft later picked up by the steamer Salvor off Turtle island with the bodies of three men still on it.

Three of the cable staff searched the beaches all around Cape Beale on Sunday, but found nothing. They say the wreckage and bodies of victims will be be found on the islands in the middle channels of Barkley Sound and on Ucluelet peninsula and vicinity as Lightkeeper Paterson of Cape Beale reported to them he had sighted large quantities floating past. The Indians of the vicinity have been all advised to keep a good lookout and to report any bodies they can find without delay.

HAND BLOWN AWAY.

Captain Johnson Injured by Rocket, But Thought Only of Passengers.

P. E. Peterson, second mate of the Valencia and one of the survivors picked up by the City of Topeka from a raft, said, according to a Seattle despatch, Capt. Johnson lived and died a hero. "As long as I live I shall never be able to erase from my mind the sight of dear old Captain Johnson clinging to the rigging, his hand blown away by a rocket that he was exploding to attract attention. Not a sign of suffering was upon his face, and he did not utter any exclamation of pain. His one thought was to save his passengers. Every few minutes he would cry out, "Oh, God, save my passengers! Save my passengers!" That was the one thought in his mind. I say he lived and died a hero.

"No blame can attach to him for the wreck. He did the best he could. The statement that the captain was 100 miles off his course is not true. The Valencia was not more than twenty miles out of her course. There is a strong northerly current at the point where she struck, but at times it veers to the southward. The captain knew this and just before we struck he changed about three points to avoid the current. If he had changed the course five points instead of three there would have been no disaster. It was simply a case of misjudgment. But in the face of disaster Captain Johnson proved himself a hero. I never saw a more cool, calm collected man on a deck in clear weather. His one thought was for his passengers."

MANY ENQUIRIES.

Relatives and Friends of Wreck Victims Seek Information.

Many enquiries are being made for relatives and friends thought to have been lost in the Valencia disaster. Dr. Milne, Chief Langley and others are in receipt of enquiries from different people.

Mrs. H. J. Gregory, of Portland, writes asking particulars of her son, Harrison J. Gregory, aged 25 years, and weighing about 175 lbs. He was 5 feet 11 inches in height. This is believed to be the man who died on the raft which reached Turret Island, and whose name appears as Greggy.

M. C. Griffith, of Vancouver, inquires as to his brother-in-law, J. Montgomery. He is described as 5 feet 10 inches in height and 175 lbs. in weight. He is smooth shaven, with heavy shoulders, has tattooed arms and a scar on his breast and on his temple.

Dr. Milne is asked to have the body of Fred Erickson forwarded to Minnie Erickson at St. Paul.

Mr. H. Brewster is anxious to find some particulars of Walter C. Neele, a telegrapher, on behalf of his brother, who is now in Seattle. Neele was a telegraph operator employed at San Francisco by the Postal Telegraph Company and was en route to Seattle, where he was to work for the company. Neele was 32 years old and belonged in Michigan. He was formerly employed by the Pacific Mail Steamship Company as a typewriter and stenographer. He served in the Signal Corps of the army throughout the Philippine insurrection and was considered an expert with the telegraph key. He was single and none of his friends know where his parents live in Michigan.

Miss Minna Bruer of Minneapolis was yesterday in the city enquiring for her uncle, I. J. Bruer, who was believed to have been on board the wrecked steamer, although his name did not appear in the passenger list. Mr. Bruer went on board two hours before the steamer sailed. He was head of the Bruer Bros. Lumber Co., of Minneapolis.

THE INVESTIGATION.

Captain Gaudin Asks That Another Be Substituted for Captain Newcomb.

Last night Capt. Jas. Gaudin agent of marine telegraphed to Ottawa asking that another master-mariner be selected as a member of the commission to investigate the Valencia wreck instead of Capt. Newcomb, who is absent at Port Simpson on board the steamer Kestrel. Capt. Gaudin said he would ask the Pacific Coast Steamship company if they would send material witnesses to Victoria for the enquiry, and if they would not, he had no power to subpoena men from another country. He had subpoenaed the two survivors now here, and would subpoena Frank F. Bunker, a surviving passenger when Mr. Bunker reached Victoria tomorrow on the Salvor. No arrangements have yet been made for the time and place of the holding of the commission.

Dr. Hart, coroner, said last night he would hold an inquest if any bodies were brought to Victoria from the scene of the disaster, but he did not know if any would be brought. They were being put on board tugs at the scene of the wreck to be taken to Seattle.

Supt. Hussey of the provincial police yesterday sent a number of special constables to the scene of the wreck by the tug Lorne to see that there was no looting by Indians.

MEDAL FOR CIGALOS.

Seattle Congregation Subscribes for Reward for Greek Fireman.

A Seattle despatch says: At the First Methodist church yesterday a collection of over $100 was taken to secure a gold medal for Joe Cigalos, the hero of the Valencia wreck. The collection was made at the suggestion of the pastor, Rev. Fletcher Wharton, who told of the Greek's remarkable act of heroism.

The congregation was deeply affected by the story as the pastor told it, and when he said that the church ought to reward Cigarlos, a glow of pleasure spread over the faces of the audience. After he had stated the story of the Greek's act, Dr. Wharton said:

"Is the man not worthy of reward who, when he was drawn on board the steamship Topeka, exhausted and in awful suffering, refused as a fitting climax to his former deed, the proffered stimulant, saying 'give it to the others.' Other men who have put forth the same heroic spirit have almost always been richly rewarded because they generally succeed. If this man had succeeded congress would have ordered that a handsome medal be struck off to him, his picture would have appeared in Harper's Weekly, he would have become a beneficiary of the Carnegie hero fund and received other honors without number. Now, although he made the heroic effort that might have saved the ship were it humanly possible, he will go unrecognized."

Then Dr. Wharton said that the church should reward him, should present him with a medal for his bravery, and when the collection was taken over $100 was contributed to the medal for Joe Cigalos.

After the service a committee was appointed to attend to the matter for the church, consisting of E. L. Blaine, J. W. Ellis and Senator Harper. On one side of the medal will be Cigalos' name, a record of his deed and the name of the donor; while on the other side will simply be, "He did his best."

Frank Lehm, freight clerk of the Valencia, who was one of the survivors picked up on board the raft by the steamer City of Topeka, left for San Francisco on Sunday night by the steamer City of Topeka, which is replacing the lost steamer on the Seattle-San Francisco route.

Since the last publication of the Colonist six bodies were recovered, of which but one was identified, that of Thos. H. Hoelscher of San Francisco, a passenger. Regarding the bodies found on Sunday a Cape Beale special to the Colonist said:

Logan and party recovered three bodies this morning. One was of a middle-aged man; one a young man, and a woman about twenty years old. She had a light complexion and dark hair. She had two small rings on her left hand, one set with a red stone and the other with a large pearl. She has a dark skirt with two rows of buttons. One of the men had a silver watch, but nothing else to identify them by.

Regarding the bodies found yesterday a despatch from Cape Beale said: Logan and party have recovered three bodies this morning. The first body is that of Thomas H. Hoelscher. He has four cheques for $75 each, $95 in bills and a gold watch with his name on it. The second body, that of a man, has nothing to identify it. The third is the body of a small sized young man, with $24.50, but nothing to identify him by.

COLLISION'S WORK.

New York, Jan. 29.—The Times says: The Belgian freight steamship Calderon has a hole in her port bow almost big enough for a horse and wagon to go through, fourteen freight cars loaded with shingles are in the bottom of the New York bay and a New York, New Haven and Hartford railroad float is ashore on the northern shore of Governors Island as the result of a collision in which the Calderon, a tug and two floats figured yesterday. The accident happened off the battery and was due to the inability of the tug to get out of the way of the big freighter in time to prevent the smash-up. The lone man who was on board the float when the Calderon crashed into it was rescued by the crew of the tug Fred B. Balzield, the craft that was guiding the Calderon out.

News Notes of The Dominion

Premier Whitney of Ontario Asks Federal Aid to the Railroads.

Amalgamation of Big Starch Companies Has Been Completed.

OTTAWA, Jan. 29.—The annual meeting of the Ottawa Electric Railway Company was held today. The gross receipts of the road were $449,000 and the net profits of the year were $143,000. A dividend of ten per cent. was declared. The total number of passengers carried during the year was 9,801,000.

Premier Whitney and Treasurer Matheson of Ontario saw the government today in connection with the request of the Ontario legislature for a Dominion subsidy to the Temiskaming and Northern Ontario railway. They ask for $6,400 a mile for 353 miles from North Bay to the proposed junction with the national transcontinental line. Among other points submitted reference was made to a grant to Quebec in 1884 of $2,304,000 for a line from Quebec to Ottawa which became part of the Canadian Pacific and to Nova Scotia of $671,000, and to New Brunswick of $149,000 in connection with the taking over over of the Eastern Extension railway. While not objecting in the slightest degree to subsidies granted to other provinces, the Ontario ministers claimed that the voting of railway subsidies of the province of Ontario, although contributing to the Dominion revenue, according to the basis shown by customs and postoffice returns at least one half of the revenue of the Dominion, had not received a proportional share. Sir Wilfrid Laurier, in reply, said the government had not decided upon its policy regarding railway subsidies for the next session, but when the matter came up, the request would receive careful consideration.

A Starch Merger

Montreal, Jan. 29.—The amalgamation of the Edwardsburg Starch Company, the Imperial Starch Company of Prescott, and Brantford Starch Company of Brantford, has been arranged. The capital of the new concern, which is to be known as the Canada Starch and Glucose Company, is to be $2,500,000. Of this sum $1,250,000 will be in seven per cent. preferred stock and the remaining $1,250,000 will be issued as common stock.

Printing Office Wrecked

Amherst, N.S., Jan. 29.—A dastardly outrage was committed in Springhill last night when the office of the Tribune was broken into and the type taken. Some was destroyed, the balance being strewn through the main street. It will take three or four days to get the plant in shape to issue another paper. The Tribunt has taken a leading part in civic matters, advocating civic reform in the coming town elections.

Canadian Professor Honored

Dr. Frank D. Adams, professor of geology in McGill University, has been awarded the Lyell medal by the Geological Society of London, Eng. The medal, which was founded by the great geologist, Sir Charles Lyell, Bart., F. R. S., is given annually, or from time to time, as a mark of honorary distinction and as an expression on the part of the governing body of the society that the medalist, who may be of any country, has deserved well of the society. Dr. Adams is the second Canadian to receive this honor, the medal having been awarded to Sir William Dawson in 1881.

Three Families Burnt Out

Three families were rendered homeless last night by a fire which originated in the residence of Frederick Dixon, No. 89 Church street, caused by the accidental upsetting of a lighted oil stove which was being used to heat milk for an infant. The fire victims are: Frederick Dixon, 89 Church street; John Johnson, 91 Church street; E. L. Lariviere, 87 Church street. The damage amounted to about $3,000.

Incendiarism Suspected

Suspicions are entertained that the fire which took place on Thursday last in the building at the corner of Victoria square and St. James street, and which did $100,000 damage, was of incendiary origin. Before the fire commissioner, the elevator boy testified to having taken a couple of men, who said they were electricians, down to the cellar to repair some wires. No one knows who they were or who ordered the wires repaired, as there are none in the cellar except a few used to light the public portion of the building. Half an hour after the men were taken down, the fire broke out in the cellar. An effort is being made to find the men.

Mr. Pense Re-elected

Kingston, Jan. 29.—Today's election to fill the vacancy in the Ontario legislature through the unseating of E. J. Pense for bribery and corruption by agents, resulted in the return of E. J. Pense (Liberal), who defeated D. M. McIntyre (Conservative) by 36. In the last general election the majority of Pense was 20.

Halifax and the Tariff

Halifax, N. S., Jan. 29.—The tariff commission met here today. Halifax interests ask that the preferential tariff be so amended as only to apply to goods imported into Canada via Canadian ports. At the present time a large quantity of these imports come in via American ports. They also ask that a bounty of $6 per ton be paid upon shipping constructed; and a bounty was asked for the production of iron ore, it being alleged that if this were granted large areas would be developed in Nova Scotia.

Poisoned by Coal Gas

Brockville, Jan. 29.—While sleeping, the family of W. Thompson, a farmer living adjacent to Cardinal, inhaled coal gas from a defective stove. The first to awaken was barely able to open the window. He aroused the others, some of whom are very ill. All recovered with the exception of a 10-year-old boy, who died during the day.

Fire at Blairmore

Blairmore, Jan. 29.—Fire which was probably started by a tramp last night destroyed F. Grandia warehouse, Marcus and M. Ross's stores; D. C. Drains hotel and Mrs. Potters store. Marcus loss is $6,000 with $3,000 with $3,000 insurance. M. Ross's loss, $2,000 insurance $1,000. D. C. Drain loss $9,000 insurance $4,000 entire town had narrow escape.

Confidence in Mr. Borden

Carberry, Man., Jan. 29.—Provincial conservative convention concluded its sessions here today. Among resolutions adopted was one expressing confidence in Mr. Borden, another asking for free rural mail delivery where ever practicable and public control of public utilities.

Three Men Killed

Keewatin, Ont., Jan. 29.—Three men were killed and four injured by premature explosion of dynamite at Peterson's construction camp on C. P. R. Six miles west of here this afternoon. Killed and injured were all Swedes.

Winnipeg Wirings

Winnipeg, Jan. 29.—Dr. P. H. Bryce Dominion health officer of Ottawa was in the city yesterday on his way to Vancouver. Dr. Bryce is going there to take over the new detention hospital that has been erected by the C. P. R. The new hospital is for the purpose of quarantining all emigrants and will have a capacity for 100. The building was erected by the railway company and on February 1st will be taken over by the Dominion government. Dr. Bryce will go on to Victoria and expects to be away a month on an inspection tour.

Basketball at Lethbridge

Lethbridge, Alta., Jan. 29.—Lethbridge defeated Calgary in basketball match here yesterday by a score of 13 to 1 before 800 people. Weather simply perfect, thermometer registering 53 above.

Aged Pioneer Dead

Algin, Man. Jan. 29.—Mrs. Argue, one of the pioneers of this district will be 106 years old on the 15th of August next. She has lived in three countries and under five sovereigns.

ORGANIZING STRIKE.

Attempt Being Made to Tie Up Building Trades in New York.

New York, Jan. 29.—A strike embracing 150,000 men and involving the entire building industry of New York is now being aimed at by the structural steel workers of the city. Such a desperate step is necessary they say in order to preserve their waning organization from complete ruin as a result of the strike in which they have been engaged for the past seven weeks. Delegates of the house smiths and bridgemens union, which embraces the structural steel workers prevailed on the central federation yesterday to order every labor organization still at peace with their employers to break those peaceful relations and ally themselves with the strikers. If they fail to do so they are to be suspended from the central federation. An extraordinary situation will thus be created. A large number of labor unions, among them the carpenters, stone-cutters, roofers, masons and plasterers are not only at peace with the building trades employers' association but many of them are represented on the joint board of arbitration composing both employers and workers. Should they stick to the structural steel workers, they will not only have to strike but also will have to withdraw from and in effect repudiate the principle of arbitration which they have been upholding.

A RAILWAY MAN KILLED.

Spokane, Jan. 27.—W. P. Green, employed in clearing the right-of-way on the Spokane & International Railway near Colburn, Idaho, was instantly killed. A tree he had cut down struck another tree in falling, bending it over. Recoiling, the second tree struck the man, killing him instantly.

New Impetus to Coal Mining

Western Fuel Co. Opening Up Workings Which Were Long Ago Abandoned.

Results Assure Company Profitable Returns for an Immense Outlay.

Nanaimo, B. C., Jan. 27.—It only requires a visit to the mine at Departure Bay to convince any person that the Western Fuel company has done a work there that would have been totally impracticable under old-fashioned methods of coal mining and also that the results of that work are such even at this early date since the opening of the mine to fully assure the company of profitable returns for their immense outlay and give confidence that Nanaimo as a coal producing centre is good for a hundred years to come. For many years the existence of good coal under Newcastle Island has been known in fact it was on Newcastle Island that one of the first big mines was carried on here. The old Fitzwilliam mine having its pit-head on Newcastle Island was worked for some years in the upper seam which is of good thickness. The mine was abandoned, however, thirty years ago or more as the profitable part of the work was supposed to be done and it was freely predicted that work would never be again begun on Newcastle Island because of the upper seam of coal could not be made profitable it was considered impossible to even touch the lower seam which was very much thinner and known to be faulty. Almost the first work of the Western Fuel company, however, was to begin work on opening up the lower seam coal and a shaft was sunk on the mainland of Vancouver Island until the coal was struck at a depth of about 70 feet. From this point a slope was driven under Newcastle Island, following the vein which pitches at an angle of about 5 to 10 degrees. This was begun about two years ago, and today the point of land on which the shaft was sunk is literally covered with great buildings which house the most modern and costly coal producing plant on the Pacific coast. And as yet the work has only begun. Workmen are busy at other buildings even now and in the near future a large extension of the coal bunkers will be made and a new machine shop equipped with every modern convenience and appliance constructed besides other buildings.

For a long time the company followed the coal with their slope and at the same time drove another slope parallel to the coal slope for the purpose of ventilation and also to provide a means by which the men could walk in and out of the mine without using the same slope as the cars were running out. Both these slopes are now down about four thousand feet and the work is still going on. At different points along the main slope several main levels have been driven into the coal on both sides and from these levels, stalls are driven to block out the coal and make it easy of access to the miners and the cars which are to take the coal out. In this way an immense amount of coal has been made ready for working and if the company were prepared to mine the coal by hand, hundreds of men could be put on at once, but the seam is so low that it would be impossible to work it by hand profitably, so the company has purchased a large number of mining machines which accomplish the work of mining five times more quickly than by hand and with greater ease and comfort to the men. It is no exaggeration to say that the coal mining by hand is the hardest and most disagreeable work that has ever been invented for the affliction of man. In ordinary trades it is the rule that the skilled men have the easier jobs but in coal mining the conditions are exactly the reversed. Here the skilled miner carries his hand pick into the coal face and begins the work of taking out the coal, which is deposited as a layer between the upper and lower strata of rock. His first job is to mine the coal, that is, he must pick a narrow slit at the bottom of the seam underneath the coal so that when a hole is bored at the top of the seam and a powder charge put in the explosion will bring down the coal. And it is this underneath mining that makes the work of the coal miner so exceptionally arduous. He must be on his back or side on the floor, and in this cramped position, use his hand pack to mine in the undercoal so far as he can reach with his pick. It is said to be possible to mine in this way as far in as two feet, or thirty inches, but usually a man gets enough of it by the time he gets in eighteen inches. The only light he has is a smoky pit-lamp—a cotton wick soaked in fish oil. The floor that he lies on is hard and covered with little pebbles of coal. The air is more or less charged with smoke and other impurities and finally he is always exposed to the danger of coal falling while he is mining it, or the roof caving in and crushing him to a jelly. It will be seen that the difficulty and expense of such work is less when the seam is thick than when it is thin, in fact, unless a coal seam is over two feet in thickness it has generally been considered as useless on account of the difficulty in mining.

Such is the conditions of the coal in the lower seam of the Departure Bay Mine. The coal is of splendid quality and the roof and floor is sound as a hill but the seam varies from 18 inches to three feet in thickness and any attempt to mine it by hand would undoubtedly have been the signal for all kinds of trouble, for in order to make wages the miners would have to get a great deal higher rate per ton than in other mines while in order to make profit it would be necessary for the company to cut the wages as low as possible. Such also were the conditions at Northfield a few years ago, when the New Vancouver Coal company, after spending half a million dollars in development work was forced to abandon the property on account of a disagreement regarding wages. The advent of the mining machine has changed all that like an Aladden's lamp and in Departure Bay mine today, men can be seen mining this coal by machine, in a manner that is infinitely easier and more comfortable for themselves as well as giving satisfactory profits for the company. The mining machine is a drill or rather pick that works on the same principle as a burly drill except that instead of drilling a straight hole, the drill swings from side to side, cutting a slit of about six inches in width underneath the coal and extending it not eighteen inches as under the system of hand mining, but six feet and swinging in a circle from side to side for the same distance on each side of the drill. That is the kind of work that is being done in the Departure Bay mine, all the hard work being done by compressed air, instead of by hand and when the mining is finished it is found that there is often no necessity of blowing the coal down by powder as the mining goes so far under, that the coal crushing down of its own weight and it often happens that sprags have to be put under to give it support while the mining is being completed. This elimination of the hard work of mining and the disagreeable and unhealthful powder smoke marks a very substantial advance in mining and while the conditions are still most dangerous and disagreeable it has to be admitted that the advent of the machine into the mining industry in Nanaimo has made the conditions much more tolerable and made feasible the operation of a large section of coal lands that otherwise would have been worthless. Neither has it displaced men, the popular fallacy that labor saving machinery displaces, men never received a ruder shock than the actual fact of the case at Departure Bay, for here was a seam of coal that might have lain unused forever under any system of hand labor, or at least until the price of labor was reduced to the Chinese Coolies basis, but now the seam is being worked at satisfactory union wages for the men and hundreds of men are being employed who would otherwise remain idle and this is solely and incontestably because of the labor saving machine which some people imagine reduce wages and throw men out of work. At the present time in this mine there is enough coal opened out to provide work for a great many more men than there are employed at present and the company is waiting until men can be trained to be able to handle these machines in a capable manner in order to open the mine to its fullest capacity. In addition to this sea, however, there is what is known as the upper or Douglas seam, which was uncovered last Saturday and found to be five and a half feet in thickness, and of first class quality. No time is being lost in having this opened up and in a month there will be a large number of men working in this section of the mine. In addition to this, a tunnel is being started to connect with the old Fitzwilliam mine and all the coal that was to be left there will be made to contribute to Nanaimo's growing prosperity. In time it cannot be doubted that arrangement will be made to take the coal out of the old Northfield mine and when one considers the immense extent of the coal fields that are being brought into profitable operation by new methods, it must be admitted that neither Nanaimo nor any other place can hope to advance unless the same methods are adopted in all branches of industry. On top of the mine the same restless enterprise has been carried out. Machinery is made to do everything that the ingenuity of man can provide appliances for. As the coal comes up it is sent to the scales and tipple by gravity the car being returned to the shaft mouth by the same means. The tipple itself, is a marvel of ingenuity by which the coal is dumped on the screens in such a manner as to make the least possible breakage. From the screens, the coal is deposited in conveyors which carry it by the endless bed system, either to the bunkers or the ship's hold. For delivering the coal into the ship there is an electrical apparatus by which one man standing on a bridge high above the ship can regulate the flow of coal along the conveyor to a nicety. What is more noticeable than anything else about the pit-top at Departure Bay is that the work goes on with unremitting steadiness and but very few men are to be seen. The action of the plant is almost automatic, there is no waste of labor and although there are probably four hundred men employed in and about the mines at the present time there is not the slightest evidence of last labor in any department. The output of the mine at Departure Bay at present is about 450 tons per day and it is believed that this will be increased before the end of this year to 1,000 and possibly 12,000 tons per day which will give employment to about eight hundred men.

Along the Waterfront

Reported Wreck of Ella G. Was Like Mark Twain's Death "Much Exagerated."

Tees Returns From Naas—Czar Expected Today With M. Turner in Tow.

(From Tuesday's Daily.)

There were rumors current in the city on Sunday night that some misfortune had befallen the little fishing schooner Ella G, and on Sunday evening an evenpaper issued an extra stating the schooner had been lost with all on board, six in number, amongst whom were Capt. Fred Forrest and Capt. Alex McLean, the sealer who recently won considerable notoriety. Yesterday afternoon the schooner Ella G arrived safely at Ucluelet and like Mark Twain the "Sea Wolf" says the report in the evening paper's extra was "much exaggerated." The Ella G left Victoria on a fishing cruise to the halibut banks off the Vancouver Island coast on Sunday, the 20th, with a crew consisting of Capt. Fred Forrest, master, Capt. Alex. McLean, who is in charge of the fishing business of the vessel, George Dumphy, fisherman; Harry Anderson, fisherman; Frank Butler, fisherman, and a Japanese cook.

On Saturady night the vessel was rumored to have been lost, though the foundation for the rumors could not be learned. Telegraphic enquiries were made at different points and on Sunday evening a message was received from Bamfield stating the schooner had turned bottom up off the coast and all hands had been lost.

Enquiry from the Colonist correspondent at Bamfield brought the reply "Cannot learn here what is foundation for the report that the Ella G is lost. Think report originated in Victoria."

Then Carmanah was asked by wire what foundation there was for the report and the following reply was received from Lightkeeper Daykin: "No report was sent from Carmanah that the fishing schooner Ella G was lost with all hands. This yarn originated in the anxiety of some people to make a sensational report of a subject they knew nothing of."

And then the schooner Ella G. sailed into the harbor at Ucluelet, within 20 hours of the time an evening paper issued an extra announcing that she had been lost, which will doubtless be news to the fishermen on board.

THE TEES RETURNS.

Steamer Tees returned on Sunday from the Naas and way ports of northern British Columbia after a rough passage. For 64 hours the steamer battled with the winds in reaching Port Nelson on the Naas. A heavy snowstorm raged with a fierce wind blowing and the thermometer stood at 12 degrees below zero. At Port Simpson several steamers had been weather bound for three days, including the Canadian government cruiser Kestrel, the Canadian government steamer Quadra, the Ketchikan steamers Marion and E. A. Hegg, which run between Port Simpson, Ketchikan and mining points. At Port Simpson the thermometer was 8 degrees below zero. The steamer Amur was delayed by the storm, and landed her passengers for Port Essington at Claxton, whence they were taken by the Tees. The Tees brought south about forty passengers.

The Tees brought news of a shocking accident which took place at Sointula, the Finnish colony on Malcolm Island, when the steamer was at that point. A Russian Finn, whose name was not given to the steamer's officers, while working in the sawmill slipped and fell backward against the buzz-saw, which cut the unfortunate man in two. The trunk was severed in an instant, one part falling on either side of the saw. The man's heart was cut in two, one part being in either side of the severed trunk.

When at Metlakahtla the Tees sighted the steamer Nell, still submerged near Jap Rock. The Nell, as was recently reported in a despatch from Port Simpson, was floated with the assistance of two launches, and the launches beginning to snip water, were obliged to let go of the injured steamer, with the result that she was submerged, though still afloat. The waves breaking against the submerged deckhouses are wrecking them, according to a report made by officers of the Tees. The hull, which is partially buoyed by barrels which were placed in the hull to float her from the rock, is anchored off Metlakahtla. The hull is in bad condition and repairs will be costly.

THE M. TURNER SEIZED.

Schooner Libeled for Salvage on Account of Rescue.

A Clayoquot despatch says the tug Czar arrived there yesterday morning en route to Victoria with the American four-masted schooner M. Turner of San Francisco which has been seized by a marshal of the Admiralty court in a salvage action brought by the C. P. R. company on account of services rendered by their steamer Queen City which rescued the schooner from a dangerous position within 600 feet from the southeast of Bunsby islands six miles within the Barrier reefs on January 19th. The M. Turner which had her sails split during a south-east gale encountered off Cape Flattery when en route from San Francisco to Seattle had been driven through the Barrier reef and was anchored in a most dangerous position when sighted by the Queen City which proceeded through the reef with great risk and took her in tow to a safe anchorage. Capt. Pedersen wanted to go to sea, but the crew mutinied, and the vessel remained at anchor at Clayoquot repairing her sails. It was feared she would escape to sea and the tug Czar was sent by the C. P. R. with an Admiralty marshal on board to seize the vessel, she is expected here this morning.

HAD STRENUOUS TIME.

A Ucluelet despatch says members of the crew of the schooner Ella G., which was last night reported in a despatch from Bamfield, which later proved unfounded, to have turned bottom up and drowned all her crew of six say the schooner had an exciting adventure during her cruise. She put into Neah Bay because of heavy weather, the despatch says. The fishermen say an American cutter was seen off the port, and, fearing to be caught in a United States port as there is a warrant for his arrest issued at Washington for illicit sealing, Capt. Alex. McLean put to sea and with the cutter in pursuit made for the Vancouver Island coast, ultimately reaching Ucluelet shortly after the reports had been circulated that the schooner was lost.

REAL ESTAT

B.C. Land & Investm Agency Ltd.

40 GOVERNMENT STREET

FAIRFIELD ESTATE—Only 15 walk from Victoria post office; divided into 1 1-4 acre lots, all and under cultivation; soil rich loam. Prices $600 to $800 per (This is the cheapest property market.)

$1,600—James Bay. Modern 6 room tage, corner lot, fruit trees, sma etc., sewered.

YATES ST.—Modern 6 roomed co lots, orchard and shade trees; on two streets. Easy terms.

FREDERICK ST.—Nice sunny lot, $750. Terms.

ANOTHER ISLAND—Contains 65 acres cultivated, 20 acres in pa roomed house, many outbuildings Steam launch, etc., for sale also

$500—Two lots, Heywood avenue, ing the Park; 60x120 each; ric loam and under cultivation.

STORE TO LET—Johnson street store, near Wharf street; $10 per

FOR SALE—7 roomed modern just off car line; sewer connectio and stable; good cellar; fruit tr Terms $1,350.

FOR SALE—Government street, n Fountain, lots from $500 up terms.

FARM FOR SALE—300 acres, 90 cultivation, balance rough grazi necessary buildings; 35 head c good horses, farming implement etc.; only 11 miles from Victoria is a first class farm in every respe pays well.

$1,250 will buy a 4 roomed mode tage and lot within 5 minutes' centre of city. Terms.

WATER LOT—$800 will buy a wa on St. Lawrence street, James

$700—Lot Humbold: street, 60x120.

$400—Lot on Toronto street, near sies. Can have sewer connection.

38 ACRES—4 miles from city, ab acres under cultivation; new c good spring water. $3,000.

FIFTH ST.—$150. 2 lots 60x135 e rock; nicely situated. $150 each.

$100 CASH and $25 per month w a good $3,000 2 storey dwelling, basement, brick and stone foun and all modern improvements.

CHEAP LOTS—Fairfield Estate. $ lots 50x120; water lots $200 eac cash. $10 per month; interest cent. only; best of soil.

JAMES BAY—Full sized lots, $400 well located. $50 cash, $10 per m

SIMCOE ST.—Lot 60x240, all cleare cellent soil; only $800.

INSTALMENT PLAN—Houses for s this plan all over the city. Wh