

TRAMP OVER THOUSAND MILES

THE MACOUN PARTY REACHES WINNIPEG

Schooner Jeanie Wrecked on Shore of Hudson Bay— Story of Hardship

Winnipeg, Jan. 17.—After escaping over the ice as their ship was pounded to pieces on the bleak shores of Hudson Bay, Prof. Macoun and his party of fourteen, arrived in Winnipeg yesterday, after experiencing hardships in their walk of 1,400 miles, with mercury averaging 50 below zero. The whole party had been given up for dead. Captain Howard Bartlett of the destroyed schooner Jeanie, an old Arctic explorer, and his crew, were members of the party. Not a soul was lost.

Their wanderings led like a page of fiction, until they finally reached Fort Churchill, the Hudson Bay Company's post. For food, during their journey from the place where they were wrecked to Fullerton, a hundred miles south, they relied on the Eskimos, who proved most friendly. The schooner, a vessel of a hundred tons, broke her anchor chains during a storm and was dashed on the rocks and was a total loss. The personal property of those on board, including what money they had, was washed overboard.

The story of the suffering, privation and hardship told by the party and crew of the wrecked Jeanie is almost beyond belief. Captain Howard Bartlett, the master, a lifelong Arctic captain and a member of the famous family of Arctic explorers, was engaged by the Royal Northwest Mounted Police to take the supplies north from Churchill to Fullerton and to land the portable houses that were to be put up at Eskimo Point, Rankin Inlet, Chesterfield Inlet and Wager Inlet.

Prof. J. M. Macoun of the geological survey, who was at Churchill, went north of the Jeanie. The passengers were Superintendent Stearns, Dr. Macellus and four members of the R. N. W. M. P.

With the exception of Prof. Macoun and one policeman, all the party remained at Fullerton when the Jeanie went north. The night after the last portable house was put up at Wager Inlet the Jeanie, which was anchored down in the bay several miles from shore, broke her chains and was driven ashore in the fiercest gale which was ever known on the Hudson Bay. In the lifetime of the oldest resident on its coast, the storm was accompanied by snow and sleet and freezing rain. During the whole day all on board had been praying that the last chain would break before dark, but the schooner held at anchor until midnight. Then when it was black night the chain parted. All on board feared the last voyage had been made as the boat filled fast and became swamped. Provisions and personal effects were swept away by each succeeding wave which rolled far over the half-sunk vessel.

After several hours of extreme anxiety, the keel struck the rocky bottom and the boat began to break up on the rocks, where it was fast and pounding in the waves until the tide receded.

The coast is a rock-bound one, the only place at which a landing could be made with any apparatus of safety, being at the bottom of a deep bay forty miles long and it was here that the brave captain succeeded in hitting the shore. It happened to be high tide and though the schooner had filled with water by daybreak the tide had fallen and the shore was reached in safety. The schooner was a total wreck and both lifeboats were smashed, involving a loss to the owners of upwards of \$10,000. The lifeboats were repaired and a week later the crew of the Jeanie, nine men and Professor Macoun, Jones the constable and three Eskimos, started for Fullerton, over 100 miles south.

After very many narrow escapes the whole party reached Fullerton. The whaling schooner A. T. Gifford, Captain George Comer, had gone into winter quarters at Fullerton the day before, but Superintendent Stearns promptly made arrangements with Captain Comer and the Gifford set sail the next day for Churchill, 500 miles south, reaching there on September 1. The wrecked crew of the Jeanie were given a tent and stove and supplied with warm clothing by Superintendent Stearns. Rations were served to them, the same quality and same quantity as is served to the police, and when winter set in a house was secured from the Hudson Bay Company.

Professor Macoun and Harry Ford, for many years interpreter for the R. N. W. M. P., with the Eskimos, agreed to leave Fort Churchill about November 24, but the river did not freeze over until December 4, and on December 5 they started in company with A. E. Bachand and his party of nine men. Macoun had two Indians and Bachand four. Very deep snow made travelling difficult as the trail to Split Lake had to be broken. The wrecked crew left Churchill December 8, in charge of Corporal Walker and reached Split Lake a few hours after the first party. The sailors were then given into charge of Sergeant Sargent who brought them to Norway House. All the Churchill parties travelled together to Norway House.

At Norway House the wrecked crew were handed over to Sergeant Nicholas and brought by him to Gimli, where they arrived in perfect health. Those who know the difficulties of travelling in the north are transpiring in saying that to bring eight men with no experience in winter travelling, from Churchill to Gimli, every man walking the whole of the 110 miles, was a great achievement, and it was not ex-

pected it would be accomplished without the loss of life.

The record is twenty-eight travelling days, this party taking one day more. Mr. Macoun and Mr. Bachand also walked the whole distance, the Hudson Bay Company furnishing the dogs for transporting the bedding. No tents were used. The party slept in sleeping bags made of rabbit skins in the open, both on land and on ice, with a temperature ranging from 50 to 62 below zero.

OPPOSE PLANS FOR COMFORT STATION

Victoria Association of Architects Tells Forward Letter to the City Council

In a letter from the Victoria Association of Architects, read at Monday evening's meeting of the city council, a protest was lodged against the action of the council in determining to erect a comfort station at the north end of the causeway on the same lines as the station in Seattle. The letter read as follows:

"Gentlemen.—On behalf of the Victoria Association of Architects, which has offered its assistance in any matter of public improvement in our city, I am requested to direct your attention to the proposed comfort station under contemplation, and for which tenders are now being invited.

"It is understood that the proposal is to place this at the northwest end of the causeway at a cost of some \$15,000, of a similar type to the comfort station in the lower part of Seattle. May we respectfully ask your consideration of the following points in connection with the proposal before concluding any contracts for the same.

"1. Whether such a type of public convenience as may be suited to the lower end of a large commercial city like Seattle will be equally appropriate in such a conspicuous situation as the causeway.

"2. If such an eyesore must be constructed in that locality, whether it cannot be of a very much smaller character and entered, say from the landing of the existing steps leading down to the water, and another and larger comfort station constructed further up town in a more central position, and on somewhat different lines?

"3. Before any definite steps are taken in the letting of a contract we would urge you to let the public have some idea of what is proposed, as it appears to us that there will be very strong objection to putting one of the city's beauty spots to such an objectionable use."

Without comment the letter was received and referred to Aid. Ross, chairman of the buildings and surveys committee. Tenders for the erection of the comfort station were received from the following:

For the plumbing, heating and venting: D. R. Menzies & Co., \$6,735; W. Towns, \$5,000; Victoria Plumbing Company, \$5,804; Colbert Plumbing Company, \$5,897; R. J. Knott, \$6,532; J. H. Warner & Son, \$7,000; Hayward & Dods, \$6,500; A. Street, \$6,500.

Tenders for the erection of the building were received from the following: Dinsdale & Malcolm, \$13,787; Parritt Bros., \$14,493; Luney Bros., \$14,496; Thomas & Hodgson, \$15,200; Bart, \$15,218; city engineer, \$12,392.

The tenders were referred to Aid. Ross, the city engineer and the building inspector.

ANOTHER SENSATION IN SCHENK TRIAL

Doctor Admits He Sold Poison to the Wife of the Millionaire

Wheeling, W. Va., Jan. 18.—Dr. J. W. Myers, a prominent physician of Wheeling, took the stand yesterday afternoon in the trial of Dr. Schenk, who is charged with having attempted to poison her millionaire husband. Myers swore that Mrs. Schenk only a few days before her purchase arsenic of him.

He said Mrs. Schenk declared, "I'll pay you a big price for it." The witness, said the defendant, told him he had previously bought some of Fowler's arsenic from another physician and asked that he visit to the office of Dr. Myers be kept a secret.

Dr. Myers admitted under pressure that he had at other times sold poison to Mrs. Schenk. He said on those occasions she had purchased bi-chloride tablets and a full ounce of sugar of lead.

This statement again stirred up the contention in the court, as it is the contention of the prosecution that Mrs. Schenk systematically fed her husband both arsenic and sugar of lead.

TRADE WITH AUSTRALIA.

Vancouver, Jan. 18.—In any trade preference which may be agreed upon between Canada and Australia, the Commonwealth the inclusion of lumber among the articles to be named in the basis of reciprocity is urged by the British Columbia Lumber and Shingle Manufacturers' Association, which has sent the following telegram to Sir Wilfrid Laurier respecting the proposed negotiations between the two dominions for a trade agreement similar to the now existing between Canada and New Zealand:

"British Columbia lumbermen urge most strongly that lumber be included in Australian preference as most important to the interests of this province."

The telegram was signed by John Hendry, president of the British Columbia Lumber and Shingle Manufacturers' Association.

CLAIMS DAMAGES FOR A LOST EYE

Kellett Against B. C. Marine Railways Commenced Before the Chief Justice and Jury

(From Tuesday's Daily.)

A claim for damages for the loss of an eye, owing to alleged negligence by his employers and their servants, was commenced in the Supreme court this morning before the Chief Justice by B. R. Kellett, against the B. C. Marine Railway Company. The case is being heard before a special jury, the plaintiff being represented by J. A. Atkinson and the defendant company by H. R. Robertson.

The plaintiff claims that on July 1st last he was employed at the Star shipyard working with the foreman of the yard, and was ordered to commence caulking a scow with a horsing iron and horsing beetle that were out of repair. He was sent by the foreman to the tools, which are provided by the company, and having obtained them, he says, he drew the attention of the foreman to the fact that the beetle was out of repair. When the foreman refused to replace it, the plaintiff, in order to get along with the tools, used the beetle in his own way, and in so doing struck the plaintiff in the eye. He told them to "take a shot at it," and so how they got along with the tools.

While using the beetle a splinter of iron from one of its rings broke off and struck the plaintiff in the eye. He told the medical advice in Victoria, and was told that the necessary appliances were not to be sent to him. He was advised to go to Seattle and take the magnet treatment. He did so, but the iron splinter had penetrated the eye so far that the magnet would not withdraw it. Meantime the other eye became affected, and the Seattle physicians decided that to save one eye the injured one would have to be removed. The plaintiff was again operated on, and the eye injured by the iron splinter was removed. The plaintiff is proceeding at common law and not under the Employers' Liability Act.

Plaintiff, when called this morning, had in court the implements which he claims caused the loss of his eye, and with them a demonstration was given for the benefit and instruction of the jury. In his opening address, Mr. Atkinson said the man who had relieved the foreman would give evidence as to the condition of the tools. The jury consists of A. H. Walker (foreman), E. H. Daniels, T. Dick, J. W. Elliot, J. H. Hudson, W. F. Jones, Edward Jackson and A. Ainsworth.

NOTICE TO MARINERS

A gas-lighted beacon has been established by the Government of Canada on the extreme of Mary Anne point, Galiano Island, on the north side of Active pass. The light is now in operation. The beacon consists of a concrete tower with a plan No. 10 black steel cylindrical tank, standing on a black steel framework, and surmounted by a black steel pyramidal frame supporting the lantern. The light is red, surrounded by a black steel framework. It is elevated 30 feet above high water mark, and should be visible 3 miles from all points of approach. The illuminant is acetylene, generated automatically. The light is unwatched.

A gas-lighted beacon established by the Government of Canada on the middle of the Crane group, New Channel, Queen Charlotte sound, was put in operation on the 14th inst. The beacon consists of a steel cylindrical tank, standing on a steel framework, and surmounted by a pyramidal frame supporting the lantern. The light is red, surrounded by a black steel framework. It is elevated 32 feet above high water mark, and should be visible for 10 miles.

The January dance of the Althea Club proved an enjoyable affair Monday night at the A. O. U. W. hall, where a large number of ladies and gentlemen attended. Rutley's orchestra supplied the music, and a tasty supper was served by the ladies.

The funeral of the late Dorothy Banks took place from the B. C. Funeral Home, 1111-12th street, on Tuesday afternoon, where a large number of friends of the deceased had assembled, bringing with them great numbers of beautiful floral offerings. At the church service the Rev. Canon Cooper conducted the services. The honorary pallbearers were: Miss Proctor, Miss Almut, Miss Prior and Miss Robinson. The pallbearers were: J. J. Robinson, Hornibrooke, F. Hooper and George Prior.

An "at home" and recital of songs was given last Saturday at the October Mansions by Paul Edwards, the well-known baritone, who is now resident in Victoria. Mr. Edwards made an artistic success of a well-chosen and interesting programme and was well backed up by his accompanists, Mrs. H. Young and Mrs. Gibson, both of whom did excellent work. Mrs. C. R. Sergeantson and Miss Eastman presided at the tea tables, which were prettily decorated. Among the large number present were the Bishop of Columbia and Mrs. Perrin, Dean and Mrs. Doull, Mrs. and Miss Scott, Miss Saunders, Mrs. Church, Mrs. McKelving, Mrs. H. Young and the Misses Koutou, Mrs. Gibson, Mrs. and Mrs. Trewatha James, Mrs. Cross, Miss Lawson, Mrs. Griffiths, Mrs. Spratt, Mr. and Mrs. Birch, Mrs. Pierce, Mrs. Min Finner, Miss Phillips, Miss Kennedy, Miss Eastman, Mr. and Mrs. Sergeantson, Mr. Howard Russell, Mr. A. A. Watt, Mr. P. Waddington, W. Godfrey Booth, W. T. Curtis, Mr. T. D. Davis and others.

DRAWN PRIZE IN PROMOTION

CAPT. BARTLETT NOW COMMANDS FINE VESSEL

Well Known Holt Skipper Master of Ascanius on Aus- tralian Route

Through his promotion, from master of the Blue Funnel liner Bellerophon to the command of the new steamship Ascanius, recently launched at Belfast for the Ocean Steamship Company, Capt. Thomas Bartlett drew a prize in writing to a Puget Sound shipping man, the captain describes his new vessel as being "crack-a-jack," as on her trial trip between Belfast and Glasgow she developed a speed of 17 1/2 knots. According to his statements she is the best vessel in the fleet, she is of 12,000 tons capacity, and has accommodation for 400 first-class passengers.

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for the Blue Funnel liner Bellerophon to the command of the new steamship Ascanius, recently launched at Belfast for the Ocean Steamship Company, Capt. Thomas Bartlett drew a prize in writing to a Puget Sound shipping man, the captain describes his new vessel as being "crack-a-jack," as on her trial trip between Belfast and Glasgow she developed a speed of 17 1/2 knots. According to his statements she is the best vessel in the fleet, she is of 12,000 tons capacity, and has accommodation for 400 first-class passengers.

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SIXTEEN MONEY BY LAWS CARRIED

Improvement Schemes Involving Over \$2,500,000 Approved at Vancouver

Vancouver, Jan. 16.—Of the nineteen money by-laws submitted to the people on municipal election day sixteen were carried and three went down to defeat. The total of the by-laws approved aggregated a sum of \$2,535,000, while those that were lost consisted of a combined amount of \$946,000. Those which received their deathblows were the propositions for the Dunsmuir-Keefer and the Burrard street-Killam bridges, and the proposed acquisition of the corner of Eighth avenue intersecting at Westminster avenue.

The total of money by-laws submitted amounted to \$3,471,000. The borough of Port Moody carried \$1,471,575, so it will be observed that deducting the \$2,535,000 which the citizens have sanctioned there remains \$1,935,575 for contingencies during the present year.

By the annexation of Hastings Town, eight and District Lot 301, which was consummated at the polls at the same time as the election of representatives for municipal office, \$110,000 will have to be provided according to the recommendation of the city council, which considered that such sum should be devoted to the two districts, District Lot 301 to have \$50,000 and Hastings Town \$60,000. The following cap-

ital taxes to raise by way of debentures the sum of \$720,000 for school purposes:

By-law to raise by way of debentures the sum of \$100,000 for land for school sites in the south side of the city.

By-law to raise by way of debentures the sum of \$200,000 for school purposes.

By-law to raise by way of debentures the sum of \$300,000 for the purpose of improving, repairing and macadamizing streets in the city of Vancouver.

By-law to raise by way of debentures the sum of \$400,000 for the purpose of extending and improving the waterworks system of the city of Vancouver and purchasing the necessary land required therefor.

By-law to raise by way of debentures the sum of \$50,000 for the purpose of opening and rough grading lanes.

By-law to raise \$25,000 for the construction of a public morgue.

By-law to raise \$240,000 for the purpose of erecting an extension to the Vancouver General Hospital.

By-law to raise \$30,000 for the purchase of the block of land lying between Laurel and Willow streets and between Fourth and Twelfth avenues, for general hospital purposes.

By-law to raise \$60,000 for the purchase of lot 122 for the purpose of erecting and improving public parks.

By-law to raise \$115,000 for preparing grounds and erecting buildings for exhibition purposes in connection with the centennial celebration of 1917.

By-law to raise \$75,000 for the improvement of Clark Drive from Powell street to the south city limits, by rock lining, grading and construction of culverts.

By-law to raise \$21,000 for the purpose of building a fire hall at the corner of Quebec street and Twelfth avenue.

By-law to secure \$7,000 for the construction of a wharf and boat house for isolation hospital purposes.

By-law to raise \$25,000 for the purpose of obtaining real property in the city of Vancouver for a park site in Ward V.

By-law to raise \$200,000 for purchasing shares of the capital stock for the Burrard Inlet Tunnel & Bridge Company, the par value of \$200,000, and to authorize the purchase of such shares.

The total count of the three plebiscites showed that the people were adverse exclusively for divine worship being exempted from taxation.

With regard to the question of whether buildings, exclusive of tower portions, should be limited in height to twenty or 120 feet, the people answered in the affirmative to the extent of 2,182 to 2,475.

The people also decided that they considered it advisable that the present form of civic government should give way to a board of commissioners.

Now that the people have decided on a change of the form of civic administration, it will remain for the city council to introduce a proposal covering a motion for an application to the provincial government asking for an amendment to the city charter which will provide for acceding to the wishes of the citizens.

PROBABLY MURDERED.

Long Beach, Cal., Jan. 18.—Unconscious to the last, the unknown woman found lying on the beach near Devil's Gate late Monday with a bullet wound in the temple, died yesterday without giving the authorities any hint of a clue whether she was a victim of suicidal intent or of foul play.

The woman was poorly dressed and had but 2 cents in her purse. The fact that no weapon was found near her leads to the belief that murder was committed.

JAPAN MAKES CONCESSIONS.

London, Jan. 18.—A diplomatic setback for Japan is the view generally taken here of the tariff concessions offered Great Britain by Japan and which are now being made the basis of a new commercial treaty. "British merchants brought pressure to bear to have Japan recede from her stand of heavily increasing the duty on practically all lines of goods that Great Britain exports to Japan. It is now said that Tokio has yielded most of the material points."

Humanity is never so beautiful as when praying for forgiveness, or else forgiving another.—Blaise.

The shark, which holds the record for long-distance swimming, has been known to cover 800 miles in three days.

CHRISTIAN SCIENCE CHURCH.

New York, Jan. 13.—At least temporary abandonment of the plans of followers of Mrs. Augusta Stetson to regain control of the First Church of the Christian Scientists of New York, is seen to-day as a result of the election of church trustees. It was expected that the Stetsonites would make a fight for the offices, but they did not do so, and the five trustees to fill vacancies on the board of nine, were chosen by "regular" federation.

GRANBY OPERATING ALL ITS FURNACES

President Reviews Work of Year—Development Work Is Being Continued

Phoenix, Jan. 16.—The publicity policy which the new management of the Granby Consolidated Mining, Smelting & Power Company decided upon at the stockholders' meeting last October has taken concrete form in the first semi-annual statement, which was mailed with the dividend cheques last month.

George Martin Luther, president of the company, in his statement says: "Pursuant to a resolution passed at your last annual meeting the directors beg to submit the following brief summary of events since that date:

"Until very recently we have been running at about half capacity and the profits have naturally been small, but sufficient in the opinion of the directors to justify the payment of a small dividend in December.

"Development work has been pushed vigorously. Diamond drill operations at the south end of the Knob Hill and adjoining claims at Phoenix have disclosed a considerable body of ore, and it is expected that the drift from the present workings which is now being run will add materially to our reserves.

"Two options on new properties have been taken on attractive terms, one on the Cliff-Consolidated St. Elmo, at Roseland, and one on those of the Hidden Creek Copper Company on the coast of British Columbia, both of which are considered by engineers as likely to prove important. If the developments now in progress confirm our expectations in these cases the question of actual purchase