

WINNIE E. CAINE A TOTAL WRECK

SCHOONER LOST ON SMITH ISLAND

Her Crew Saved—Bankburn Disappears From These Waters—Stress of Storm on Shipping.

Piled up on the rocky shores of Smith Island, less than 20 miles in a north-easterly direction from Port Townsend, as a result of the big wind storm on Christmas night, is the brand new four-masted schooner Winnie E. Caine, which, at the time of disaster, was on her way to Chemainus to receive a cargo of lumber.

The news of this latest disaster of the storm was brought to Victoria by the Puget Sound Tugboat Company's steamer Pioneer, Capt. Nelson, which arrived from the scene of the wreck this morning. The tug was on her way here for the barque Ben. F. Packard, another of the fleet which narrowly escaped going ashore off the Dallas road, when Capt. Nelson, hearing of the Caine's misfortune, immediately headed for Smith Island to render any assistance possible. When he arrived there, however, he found that other tugs had preceded him, and had stranded and hauled on her to no advantage. The vessel is a total loss, and is simply irreparable. The captain, finding this condition of affairs, did not delay, but came on to this port with the intention of taking the Packard back to Port Townsend, whence she was to be taken to Ladysmith for coal.

Capt. Nelson reports that the crew of the Caine made their escape with little difficulty. The schooner, when caught by the storm, was proceeding through Haro Strait in tow of the tug Mystic, a small craft belonging to the Puget Sound fleet. She was bound north from Seattle, her home port, and all was going well on board when the barometer fell almost phenomenally low, indicating that a tempest was approaching. The storm came on very rapidly, and was not long until the bayonet parted, and the schooner, breaking loose from her consort, could not be recovered. The wind carried her along with tremendous momentum, driving her rapidly across the rocks of Smith Island, and there depositing her high and dry in such a manner as to render it utterly impossible to haul her into deep water. The vessel is on the opposite shore of the island to where the E. K. Wood was wrecked last year. Her loss will prove a severe financial blow to her owners, for the vessel was perfectly new and a large carrier. She is of 779 tons register, and owned in

on The Sound. as also caught out in the Cape with the American-Bowden in tow, bound for Port Townsend, and in the Straits of Juan de Fuca, when she was broken up to which the schooner was attached breaking in the heavy wind, and the sailing vessel being left to the mercy of the elements. Fortunately the gale was from the right quarter to bring the schooner along in the direction in which she was bound, and with skillful management, and with the tug standing by to render assistance if necessary, the Bowden reached Port Townsend without mishap. Capt. Nelson tells of the storm on the sound. Notable among these was that which happened to the German ship Robert Rickmers in Seattle harbor. The ship's masts parted in the gale, and driving down the bay she crashed into the schooner Stinson, sustaining and doing much damage.

Cable Broken. Victoria is again without a telegraph service to-day, the severe storm of Christmas night having played havoc with the systems of both the C. P. R. and the Western Union. The trouble with the latter line lies between the city and Beecher Bay, where the Island end is destroyed to locate the difficulty, and the management hope to have communication restored before very long.

With the C. P. R. matters are quite as serious. Their principal difficulty lies in the cable, the storm according to reports received by the local manager from Vancouver, having carried away the cable house which was situated just

with the Charter last night. The mainland report that the cause of the telegraph service is even more than as stated above. They say the storm on the mainland excited a velocity that by the Island, Aorangi, from Australia, which outer wharf here at 9 o'clock this night, was unable to enter harbor on arrival there, the vessel being impossible to navigate with such a craft in the storm. She and her anchors dragging in English bay, and her anchors dragging, it is stated, she snapped the C. P. R. cable. The lost end of the cable has not yet been recovered—hence the delay.

Mainlander's Trip. Passengers by the Vancouver boat last night, and by the North Pacific from Seattle this morning, tell of the severity of the ride on the other side. One of the passengers on the Mainlander yesterday afternoon quitted the Mainlander at Port Townsend, and tells some thrilling stories of his trip on that vessel from Seattle to Port Townsend, en route to Vancouver. The Mainlander is a new boat, but she got more than she could handle after passing out of Townsend, and things looked exceedingly serious for a time, even Capt. O'Brien holding out little encouragement to the passengers. She was obliged to put about and head back for Townsend, but was caught in a trough and rolled terribly. The passengers were ordered to prepare for emergency, and most of them strained on their life preservers. Capt. O'Brien, however, managed to bring her in to

Townsend in safety, although she is reported to be badly strained as a result of her fight with the waves.

The Bankburn's Disappearance. Captain Wylie, of the British ship Bankburn, which arrived here on Christmas morning from Valparaiso, under charter to load salmon on account of W. A. Ward and the Fraser river, finds himself in one of the most peculiar positions that ever mariner was in. Leaving the vessel at anchor a short distance off William Head, he came ashore to look to the vessel's owners. When ready to return to his ship some three or four hours later, the wind had freshened and the boatmen in Esquimaux found it impossible to take him out. The captain therefore remained ashore, believing his ship safe where she lay. On Christmas night he went to the Victoria hotel to spend the night, and knew nothing of the ship's disappearance until someone apprised him the next morning. Hearing of the severity of the storm the captain at once became alarmed, and engaging a launch, drove out to the Dallas road to see if he could locate his charge from shore. Finding her not in sight his anxiety can be better imagined than described.

News was then received that a vessel was at anchor off Trial Island, having blown thence across the Straits from William Head. This report for a time allayed anxiety, but it was soon learned that this craft was not the Bankburn. No one had seen the Bankburn, and the captain found himself shut off from all communication either telegraphically or telephonically with the Mainland. He chartered the tug Hope to look for the missing vessel last night, but though diligent search was made no sign of the ship could be found. About noon again to-day the tug went out to continue the search.

The steamer will proceed from here to San Juan and an examination of the different coast lines of the islands will afterwards be made if necessary, it being believed that when the vessel broke adrift she would be carried in that direction. Possibly the ship's anchor chains were parted in the early stages of the storm. In this event the vessel would be almost completely at the mercy of the wind. She could then only depend on her rudder for management, and her crew, perhaps fearing that she would be driven up on some rocky shore, steered for the first sandy beach or favorable landing place, where the vessel will remain fast until a tug comes to her assistance.

Speaking of the vessel's disappearance, Capt. Wylie says he would be relieved to a certain extent even if he heard that she had gone ashore. To think, however, that she had completely disappeared gave him the greatest anxiety.

Searching for the Bankburn. Shortly before going to press the tug Pioneer, with Hugh Logan, of this city, aboard, went out to aid in the search for the missing Bankburn. She, too, will cruise in the vicinity of San Juan Island, and if successful will return late to-night. All kinds of speculation is being indulged in on the vessel's disappearance. It is not thought that she has capsized, for with no canvas on it is said that there would be no danger of her turning turtle.

MASONIC INSTALLATION.

Officers of Vancouver "TODD" Lodge Formally Installed in Positions. Vancouver-Quadrangle No. 2, A. F. & A. M., installed the officers for the ensuing year last evening, the ceremony being conducted by District Deputy Grand Master T. N. Woodgate, ably assisted by an efficient staff of grand lodge officers, M. W. Bro. D. Wilson presiding, W. Bro. E. B. Paul with a very handsome Past Master's jewel, and referred to the able manner in which the E. P. M. had performed his duties during the year past. The recipient replied in suitable terms.

The officers for the year are as follows: W. M., A. W. Waikley; S. W., W. F. C. Pope; J. W., J. Randolph; Secretary, A. M. De Rosa; E. H. Heisterman; S. D., A. W. Currie; J. D., H. M. Graham; I. G. L. Tate; Tyler, F. Stockham; S. S., H. J. Scott; J. S., A. McAtee; Dir. of Cer., K. V. Monro.

After installation the Craft adjourned to the banquet room, where a sumptuous dinner was served, which was under the supervision of Bro. Kee, and the usual Masonic toasts were drunk. A large gathering of visiting brethren were present and added considerably to the entertaining portion of the proceedings.

THE WORM WILL TURN.

Mr. Peck—"For years I have suffered in silence. But you should remember the old saying that even the worm will turn." "Well, I call myself a worm, do you?" "Assuming you don't call yourself a worm, and yet on the day of our marriage I have a distinct recollection of hearing someone refer to you as the early worm."

MAKE THE FARM PAY

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RAVAGES OF STORM ON PACIFIC COAST

ITS EFFECTS FELT IN NEIGHBORING PORTS

Wreckage, Evidently From the North, Found in the Gulf—House Over- turned in Seattle

Although the telegraph wires of both the local systems are still down, sufficient has been gleaned from the passengers and officers of inbound ships to indicate that the "breakage" bill will be very heavy. The storm was not a local one, extending as far East as Helena and Salt Lake City, and down the coast almost to California. While how far its ravages extended to the northward will not be known until some of the ships from Skagway or from Northern British Columbia ports reach this place. It is altogether likely that the zone of the tempest was sufficiently wide to embrace northern waters, and if so the story of the damage wrought will not be complete for many days.

The restoration of the line to Carmanah is anxiously awaited in order that the effects of the storm there may be learned. The sou'wester which prevailed would have a tendency to carry boats on to that coast, and the wires and the Queen City should bring intelligence of the news.

At Vancouver. Vancouver, Dec. 27.—On the Mainland there was a repetition of the scenes in Victoria. About the waterfront damage of varying proportions was done, the most serious being that to the cable, indicated by the Aorangi. It will cost over \$1000 to repair the damage to Stanley Park and remove fallen trees and limbs. The bridge leading to Deadman's Island was blown down.

The cable station was wrecked by the storm and logs piled against it. The barque Elizabeth Nicholson dragged her anchor across the harbor and went broadside against Hastings' mill wharf. She broke her copper sheathing over the bow, but no holes were stove in her. The bow of the steamer Active was carried right into the wharf and the vessel badly damaged.

Fifteen small steamers went adrift and were all more or less damaged. Several cases of Alaska salmon, together with a small amount of wreckage which may be from a steamer on her way down from the Klondike, have been washed shore. The salmon may, however, have had a different origin, and so far there is no absolute evidence that a marine disaster has occurred.

Wreckage has been picked up in the Gulf, including cases of the Alaska Packers' Company salmon, marked "TODD, Key Pass." These are thought to be from a southbound Alaska steamer. Frank Burnett's yacht Laurel, which was anchored in Coal Harbor, was nearly damaged. She dragged her anchor and yesterday morning was very close to the coal bulk Robert Kerr, which is also anchored in the Inlet. As it was the Laurel was but a short distance from colliding with the bulk. The Laurel is the boat in which Frank Burnett will leave next month with a party of friends for a cruise in the Southern Pacific.

In Seattle. Seattle, Dec. 26.—The tug Stinson, of Ballard, arrived in Seattle this afternoon with tidings of a thrilling shipping disaster which occurred behind West Point light during the heavy gale last night. It is possible that a loss of life resulted.

A big four-masted German barque, empty, which was headed up the Sound, lost her port anchor and then began to drift. She was buffeted about by the angry waves and finally struck the schooner Mildred, from San Francisco, carrying away the latter's bowsprit and tearing away part of her rigging. The big merchantman then drifted along, fouling the schooner Stinson, also carrying away her bowsprit, and making a gap in that vessel's side.

Both ships drifted along toward Richmond beach at a furious pace, where the big barque was wrecked. The schooner Stinson was stranded. The seas in the meanwhile rolled over the vessel, seriously jeopardizing the lives of those on board. At last accounts it is not known whether any lives were lost, but it is feared that there may be. The tug Tyee and several other Sound vessels are now trying to pull the vessels off.

The terrific wind storm completely wrecked one home and drove its occupants out into the gale, clad only in their night garments. It was the little cottage of Edgar L. Neal, at 2617 North Broadway. Earlier in the evening, before the wind had reached its fearful velocity, a cracking noise was heard in the joists and rafters of the house, but the occupants thought little of it, and retired shortly after 10 o'clock, as usual, and were soon fast asleep. A few minutes after 11 o'clock Mr. and Mrs. Neal were rudely awakened and found themselves clinging to the bed to retain their equilibrium. A gust of wind that sounded like a bombardment swept over the house, tearing the latter in two as if tissue, and carrying the upper half story about 20 feet from the balance of the wreck. Just as the terrified couple were preparing to flee a big heavy timber came thundering down, crashing through the bed at their backs. Their escape from death was nothing short of the miraculous. They jumped and made their way outside, clad only in their night robes, to the house of a neighbor.

THE SANTA CLARA ON TRIAL ISLAND

HUNG UP YESTERDAY AFTERNOON ON ROCKS

Tugs Unable to Save Her From the Breakers—A Survey Being Made By Lloyd's Representative.

When about to be towed on to her destination from the dangerous predicament in which the storm of Christmas night left her, the American ship Santa Clara ran ashore yesterday afternoon. At low tide this morning she was hard and fast on the rocks of Trial Island, with 3 1/2 fathoms of water astern, 3 1/2 fathoms forward, 2 1/2 fathoms amidships and with her hold partially filled with water. Holes have been punched in her bottom, but what the exact damage is can only be conjectured. A diver will probably be sent down this afternoon to ascertain the extent of the injuries, and when this is known and the owners can be communicated with by wire, steps will be immediately taken for saving the ship.

Capt. Lindberg and his wife came ashore from the wreck this morning, and the latter will at once proceed home by the overland route to San Francisco. The tug Hope, which brought them to the city, took Capt. J. G. Cox, Lloyd's surveyor, out to the wreck. It was impossible to make more than a casual examination of the vessel as she was. She lay on an even keel, but efforts to move her from the position she had taken on the rocks. The Hope had passed a line aboard, and she and the Mystery strained for some time before she went without avail, the stranded craft being seemingly held amidships. She lies in the height of the island, in among a number of rocks and in a place greatly exposed to another southwester. In fact if such should arise before she has been loaded the probabilities are that she will prove a complete wreck. But it is the opinion of Capt. Lindberg, as also Capt. Cox, that with favorable weather she can be rescued.

The Santa Clara is the vessel which made the record trip across the Straits before the tempest of Christmas night. She was mistaken yesterday morning for the Bankburn, which, like herself, was at anchor off William Head at the time they were caught in the storm. The latter, strange to say, disappeared, and has not since been heard from, while the Santa Clara drove across the Straits at a racehorse speed, beating the fire department team which sallied along the shore in anticipation of the breakers, and in short order her wooden frame would be demolished on the rocks. Instead, fortunately, the ship's anchors held as she approached the shore, and at 2 o'clock the ship dove in deep water off Trial Island.

Capt. Lindberg, in speaking of his experience this morning, said he had two anchors and a kedge anchor out and 150 fathoms of chain. These held firmly, although dragging right across the Straits, touching bottom as the ship neared shore. The night was one which will always live fresh in his memory. The ship travelled at about ten knots speed, and no one on board had much hopes of her ever finding safe anchorage. Mrs. Lindberg, the only lady aboard, was greatly unnerved by the experience, but bore up bravely through the excitement. She would have continued the voyage but for the accident which befel the ship yesterday afternoon.

When the Mystery came along side yesterday afternoon Capt. Lindberg said he doubted her ability to tow her out of the predicament in which she was, but not knowing the tug's power and realizing also the danger he was in should another southwester arise, he arranged that the steamer should take him on to Ladysmith, his destination, for \$400.

A six-inch hawser was passed from the tug to the ship, and as the vessel got under way the captain's fears proved well grounded. In the treacherous waters surrounding Trial Island the difficulties which the tug had to contend with were most extraordinary, and when the ship weighed anchor she ahead of shoreward, until finally coming up hard and fast on the rocks. Instead of going straight out into open water the ship's weight forced the tug to follow another course, and hence the disaster.

The Santa Clara is a wooden ship of 1450 tons register. She was built in Bath, Maine, in 1876; her dimensions being: Keel, 209 feet; beam, 40 feet, and depth of hold, 25 feet. She belongs to the Alaska Packers' Association, of San Francisco, and has been employed in many all kinds of American trade. Her skipper is not aware whether she is insured or not.

Tug Mystery, with a diving apparatus and some other wrecking gear aboard from the Esquimaux Marine Railway, went out to the Santa Clara at noon. H. F. Bullen, one of the management of the marine railway, is aboard. He will send a diver down, and if the vessel can be raised, will have her holes temporarily patched up. Then the ship will be pumped out, and when her ballast has been removed, it is believed she will float.

FOR PROTECTORATE. Donation For the Little Ones on Christmas Day. The little inmates of St. Aloysius Protectorate had a most enjoyable time on Christmas day, and wish to thank their many friends for so kindly remembering them during the festive season. The following donations are most gratefully acknowledged: Mr. Nolte, \$5; A. Friend, \$2; Mrs. Pee, \$1; Mrs. McTiernon, \$1; Mrs. Bredes and three of her pupils—Mirtle Holmes, Miss Stephens, and George Babbington—very generous gift of provisions; Eskine & Wall sack of flour; Dixi H. Ross & Co., sack of potatoes; Mr. Porter, roast of beef; B. O. Market, roast of beef; Mrs. Alex Davie, roast of beef; Mr. Sere, box of apples; Mr. Balnes, box of candy; Mrs. Parent, provisions; Mrs. Patton, groceries; Mrs. H. McOrnde, turkey; Mrs. Capt. Parry, roast; Mrs. Steiner, turkey; Mrs. Lubbe and Mrs. Patton, 1 doz. pairs of mittens for the boys; Mr. Coombs, fruit, cakes; Mr. Russell, toys; also other generous donors, who did not wish to have their names mentioned.

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Castoria. "Castoria is so well adapted to children that I recommend it as superior to any prescription known to me." H. A. Archer, M. D. Brooklyn, N. Y.

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MINERAL ACT.

CERTIFICATE OF IMPROVEMENTS. NOTICE. Prince No. 6 and Prince No. 7 mineral claims, situate in the West Coast, Vancouver Island, mining division of Clatsop District. Where located, Slaney Inlet. Take notice that Thomas Rhymer, Mar- corner of E. Donohue's lot, 228, which shall, free miner's certificate No. 240773, intends, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action under section 37, must be commenced before the issuance of such certificate of improvements. Public notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land for a mill site, situate on Goose Bay, Observatory Inlet, commencing at a post planted at the corner of E. Donohue's lot, 228, which shall, free miner's certificate No. 240773, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action under section 37, must be commenced before the issuance of such certificate of improvements. Dated 27th Sept., 1901.

NOTICE. Notice is hereby given that I intend to apply to the Chief Commissioner of Lands and Works for permission to lease 40 acres of land, for hay making purposes, about one mile southeast of Mt. Las group, commencing at post marked northeast corner. A. MACAULEY. Alex's Creek, Nov. 21, 1901.

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