Florence M Munsie High And Dry

Sealer on Way Here Is Being Salved on Basis of Fifty Per Cent.

Insurance on the Str. Tacoma Was High—City of San Diego Reported.

(From Wednesday's Daily.)

The sealing schooner Florence M. Munsie, owned and operated by William Munsie of this city, for whom the vessel was built at Halifax, N. S., is high and dry at Possession bay, at the eastern entrance to the Straits of Magellan, according to later advices received in the city yesterday with regard to the accident previously reported in these columns. The schooner was bound from the Atlantic to this port, and was expected here next month, that she might fit out for the season in Behring sea. There is, it is said, a fair chance of saving the schooner, but salvage operations are likely to prove costly to the underwriters with whom the vessel is insured. An arrangement has been entered into for the salving of the vessel, the underwriters agreeing to pay 50 per cent. of the value of the schooner to the wreckers, if successful. Otherwise they lose. The work, in fact, is to be carried out on the "no-cure-no-pay" system. The Florence M. Munsie is practically a new schooner. She was built three years ago in Nova Scotia for Mr. Munsie.

The Florence M. Munsie was one of the fleet of vessels which cruised with considerable success off the coast of the Argentine Republic and the South Shetlands. Others of the fleet were the Agnes G. Dunahue, now seized at Montevideo; the Olo M. Balcom, Edward Roy, Hattie L., and the Enterprise and E. B. Marvin, despatched from Victoria.

Regarding the seizure of the Agnes G. Donahue, it is understood that, as a result of the matter having been brought to the attention of the Imperial government through the member for Cape Breton, who has interested himself with regard to the seized sealers, one of H. M. cruisers of the Atlantic fleet will proceed to Montevideo while cruising in the regular course, and the matter of the seizure will doubtless be arranged. In the meantime Captain S. Balcom of this city, who owns the seized Agnes G. Donahue, has forwarded a claim against the Uruguayan government for $65,000 on account of the seizure and detention of the schooner and her catch, and also for the loss resulting from the schooner being prevented from continuing sealing.

Commenting on this claim recently the Portland Oregonian said: "The Victoria sealing fleet, which has kicked up more international squabbles than have ever been provoked by any other fleet of equal tonnage that ever floated, is in trouble in a new quarter. The crew of one of the schooners has been seized by the Uruguayan government and thrown in prison for alleged poaching on the shore rookeries. The Canadian government, on behalf of the owners of the schooner, has filed a protest and a claim for $65,000 damages. Reasoning from precedent, it is safe to predict that in due season there will be numerous Uruguayan dollars placed in circulation in Victoria, just as in the past the coin of the Russians and the Americans was distributed for a similar purpose."

The sealing schooner City of San Diego, Captain Christian, with a full crew of white hunters on board, has been spoken with a catch of 136 skins. The schooner Oakland, from Astoria, for San Francisco, sighted the Victoria schooner on March 27 in latitude 42.45 north and longitude 125.8 west. The schooner reported all well.

WILL COME REGULAR.

Freighters of W. R. Grace Will Voyage Regularly to British Columbia.

The steamer Cacique of W. R. Grace & Co., which has gone to Seattle, after discharging nitrate at Nanaimo, is the first of the line of steamers of that company to come to British Columbia and Puget Sound ports. The steamers are under the British flag, and consequently cannot carry freight between two United States ports. To make the voyage from New York to Pacific Coast ports with full holds, the steamers load on the Atlantic with cargoes for West Coast ports and Peru. Discharging at these ports, a cargo of nitrate and other merchandise is loaded for United States and British Columbia ports on the Pacific, and from these ports cargoes are taken for West Coast ports and those of Peru, where again cargo is loaded for Atlantic ports. The steamers will compete with the Kosmos liners.

Incidentally the coming of the Cacique to Seattle enables the longshoremen who are having a dispute with McCabe & Hamilton of that city, to gain a slight victory over the stevedoring firm. McCabe & Hamilton held the contract for unloading a small quantity of nitrate which the steamer brought, and the Longshoremen's Union served notice that it would declare a strike if the company did not give up the contract. As the latter firm has about all the work that it can attend to at present, and as the steamer was in a hurry to get away, they transferred their contract to the Steamship Stevedoring Company, and the work was completed without further trouble.

TACOMA'S INSURANCE.

$260,500 Paid on the Former Victoria Liner Seized by Japs.

The Northwestern Commercial Company is said to be protesting against the seizure of the steamer Tacoma, but shipping men think the company will not protest overmuch. It has not anything like the ground for sorrow over the seizure that the underwriters have. On the contrary. The Tacoma is not a new vessel; she is 35 years old. She is a vessel of 2,812 tons net, built in 1870. For twelve years she ran across the Pacific between Tacoma, Victoria and Japan and China.

The steamer was insured against war risks before she started on her attempt to take a cargo of salt beef to Vladivostok. There was $52,100 placed on the steamer, approximately $260,500 on the cargo of salt beef, which was intended for the Russian garrison at Vladivostok. Lloyds lost over six million dollars as a result of the seizure of blockade runners by the Japanese.

Frightful Dreams.

Dull Headaches.

TERRIBLE PAINS AND A FREQUENT DESIRE TO URINATE. Such were the troubles of Mr. Joseph Leland, Alma N.W.T. He happily found relief in

DOAN'S KIDNEY PILLS.

Here is what he says:—"I was troubled with dull headaches, had frightful dreams, terrible pains in my legs, and a frequent desire to urinate. Noticing Doan's Kidney Pills recommended for kidney trouble, I decided to give them a trial. I procured a box, and was very much surprised at the effectual cure they made. I take a great deal of pleasure in recommending them to all kidney trouble sufferers."

Doan's Kidney Pills help the Kidneys to drain off the poisonous impurities which have collected, thus cleansing out the kidneys, bladder, and all the urinary passages. They correct inability to hold the urine, and thus obviate the necessity of getting up many times at night to urinate. Their good results will be immediately felt in all cases of kidney trouble.

Price 50 cents per box, or 3 for $1.25. At all dealers, or will be mailed direct, on receipt of price, by THE DOAN KIDNEY PILL CO., TORONTO, ONT.

THE EDITH

Returns From B. C. Fishing Banks to Tacoma With Halibut.

The fishing steamer Edith is safe. She has returned to Tacoma after a cruise of 24 days, being delayed in the north by rough weather. She took four carloads of halibut, as a Tacoma paper puts it, "on the banks north of Vancouver Island." The fishery protection steamer Kestrel has just gone north to watch for poach — on the banks in British Columbia waters.

RATES ADVANCE.

Japanese Will Pay More Money for Fare Homeward After May.

Effective on May 1 there will be an increase in steerage transportation rates from Victoria and Vancouver and other Pacific Coast ports to Oriental ports insofar as Japanese are concerned. From British Columbia there will be no change with regard to Chinese, but from Puget Sound and San Francisco there will be an increase on Chinese and Japanese from $45 to $51 on all lines except the Nippon Yusen Kaisha and the Boston Steamship Company. The two mentioned companies operate the slower boats engaged in trans-Pacific transportation and on that account they will be allowed, by agreement with the other lines, to charge $43.50.

From British Columbia ports by the Empress liners the rate on Chinese has always been $51. On Japanese, the charges from this port have heretofore been $45. After May, they will be $51. Under the agreement reached by all the transpacific lines, the rates from all coast ports will be standardized on May 1. The rates from the Orient to this coast are fixed on the other side, as conditions dictate.

NEARING COMPLETION.

Machinery Being Installed in New Steamer Venture.

Work is progressing on the steamer Venture, and she is expected to be ready for service at the beginning of May. The machinery from Govan, Scotland, which includes two sets of triple expansion engines, with a sixteen inch stroke and giving 175 revolutions to the minute, is being installed, and the cabins are being completed. Accommodation will be provided for sixty first class passengers. The dining room, saloon and smoking room, all situate on the main deck, are being comfortably furnished—in fact the Venture will be a comfortable passenger steamer when she leaves the ways of the Victoria Machine Depot to start service to Nass and way ports of northern British Columbia. Captain Warren will be in charge, with H. Hughes as mate. Clarence Arthur will be chief engineer, with Mr. Mowat assisting, and Mr. W. Vaughan will act as purser.

VESSELS EN ROUTE.

Many Vessels Now on the Way—Ships Ready for Sea.

The steamer Guernsey, a Norwegian turet steamer, is on the way from Shanghai to the Royal Roads for orders. She is chartered to load lumber on the Sound for Calcutta. There are two loaded sailing craft about due, the Martina Johanssen, from Sourabaya, Java, with a cargo of sugar for the British Columbia Sugar Refinery, and the bark Othello, which sailed from Honolulu on March 8, with nitrate from South America for Victoria and Departure Bay. The German ship Argo, formerly a British ship, the Brynmor, is coming from Salina Cruz in ballast to load lumber at Hastings mills, and the British bark Adderly, now at San Francisco, is chartered to load at Chemainus. The Inveramsay, now at Chemainus, with cargo on board for Melbourne, is about ready to sail. The British ship Belford is also ready at Hastings, but is being delayed in shipping a crew. It is interesting to note that although it is said the shipping laws were amended to prevent crews being brought from the Sound for vessels loading at British Columbia ports, her seamen are being brought from Port Townsend. The ship is paying the sailors' boarding house men $50 for each seaman shipped, for, at the present time there is a scarcity of deep water sailors. The bark Melanope is ready at Ladysmith, with coal for Unalaska, and as soon as the tug Lorne returns from the Sound she will be towed to sea. The Star of France, also loading coal for an Alaskan port at Ladysmith, will sail about the end of the week.

MISSIONARY STEAMER.

Columbia Will Be Here Shortly to Be Dedicated.

The missionary steamer Columbia, built at Vancouver to do mission work in the logging camps and settlements between this city and Alert Bay, is coming to Victoria within a fortnight to be dedicated for her work. The Columbia is 64 feet long and 14 feet beam. She will be driven by a Union gasoline engine of 20 horse-power, but is fitted with masts and sails for use when the wind is favorable, or in case of a break-down of her machinery. Rev. J. Antle, the missionary in charge of the work, will himself be her skipper, a position for which he is fully qualified by seven years' experience along the wild Newfoundland coast. His principal assistant will be Dr. Hutton, whose services will be a Godsend to men injured in the camps. A seaman and a cook complete the personnel of the party. The Columbia will carry a medical and surgical bed and a full equipment of medical and surgical appliances.

METEOR'S CLOSE SHAVE.

Steering Gear Carried Away as She Entered San Francisco.

Next to a fog, say steamship men, the worst thing short of actual disaster that can happen to a vessel coming in through the Heads at San Francisco is to have her steering gear carry away. This happened on Friday last to the big collier Meteor, Captain Golightly, arriving at 6:45 o'clock in the morning from Ladysmith with a cargo of several thousand tons of coal. There had been trouble with the gear on the way down the coast, but it had been repaired. It was when the same accident occurred again in the narrow confines of the entrances to the Golden Gate that the seriousness of it appealed to all hands, for when the gear parted the Meteor, like a skittish horse with the bit in its teeth, bolted for Lime Point, and for a few minutes threatened to go to pieces on the rocks. But like a man with only one rein in his hands, Captain Golightly kept the Meteor going in a circle until her engines, reversed, could stop the headway and allow the vessel to be anchored. Repairs to the gear were soon made and the steamer came in to her dock.

QUITE TOO MUCH.

Puck.

A young theologian named Fiddle
Refused to accept his degree;
"For," said he, "'tis enough to be Fiddle,
Without being Fiddle D. D."

POLICE HAPPENINGS.

Cowpuncher Released Seized "Bow-wow"—Chinese Perjury Cases.

(From Wednesday's Daily.)

The poundkeeper was busy yesterday; the magistrate will be busy today.

Two cowboys of the B. C. Market had moored their mounts at a telephone post near the corner of Government and Yates streets, awaiting the coming of the steamer with cattle. Two collie dogs lay on the pavement near the horses. And then the poundman came.

He lauded the two collies with his landing net and soon they were in the cage of his cart. He passed on. When the two riders heard of the capture of the collies they were indignant, especially John Blower.

He went in pursuit. At the Driard he rounded up the poundkeeper's cart and yanked loose the bar that held his collie. He had freed one when the pound man came.

"Here, let those dogs alone," he shouted.

"I'll be blankedy-blank if I do," said Mr. Blower.

And for a time it seemed as if war must ensue, but no. A policeman came and took the name of the man who released the captured collie—and a summons has been issued.

Meanwhile the poundkeeper is busy gathering in all the untagged dogs.

A longshoreman was gathered in charged with being D. and D., drunk and disorderly. When the magistrate held court in the city's trouble shop yesterday he was still under the influence and bolsterous.

He pleaded "not guilty." He wasn't drunk, no, sir, he would show the magistrate.

But the court thought he had better sober up and come up again today. It was so ordered.

Regarding the guiltiness of drunks a tale is told of how not long since a soldier was about to be gathered in. He held he was not drunk; so did his comrades.

The officer thought he'd test him. He asked if the alleged drunk could repeat:

"British artillery"
"All around the rugged rocks the ragged rascal ran."

Then the comrades changed their opinion; they all agreed the man was drunk.

The Chinese perjury case occupied the attention of the police magistrate for some hours yesterday, and the case against Wong Ah Lum was concluded. That against Gin Duck will now be proceeded with and the magistrate will render his decision on both at the same time. The Chinese are alleged to have committed perjury in connection with the Mah Quan murder case.

Today Chin Hong will appear to answer the charge of cutting and wounding three boys—Hansen, Forrest and Howard. This Chinaman is also to be charged with perjury; he swore under oath that he had no knife in his possession, and then most barefacedly tried to rid himself of it in the police court.

HOPPER-DUNSMUIR APPEAL.

Points Made by Counsel for Plaintiff in Closing Address.

E. V. Bodwell, K. C., before the Full court yesterday morning continued his argument in behalf of the plaintiff in the will case of Hopper vs. Dunsmuir, now on appeal. He read and submitted an authenticated copy of the judgment delivered by Judge Coffey of San Francisco annuling the probate in San Francisco of the late Alexander Dunsmuir's will. In counsel's opinion the judgment was one of the utmost importance as a precedent in Californian jurisprudence.

Mr. Bodwell then turned to the evidence adduced at the trial and reviewed the same at length, occupying the major portion of the morning and afternoon sessions on this point. He directed the attention of their lordships to the peculiar answers made by Dr. Thorne, when the latter was examined in respect to Alexander Dunsmuir's mental capacity. Thorne had said he did not see anything in testator's conduct which would suggest mental weakness, nor did he think he was suffering from alcoholic dementia. Thorne had said he was introduced to Alexander Dunsmuir at the Pacific Union Club in San Francisco, and that Alexander never spoke to him afterwards at the club—passing him by as if he did not know him. When asked if he did not think it rather strange that a man who had been introduced to him one day should not speak to him next day, witness answered that he did not think about it at all. He would give no other answer to counsel's cross-examination on this point. Mr. Bodwell's conclusions were that Dr. Thorne was obviously a witness who had concealed a great deal of what he could have told the court regarding testater's mental and physical capacity.

The hearing will be resumed this morning, when it is probable E. P. Davis, K. C., assisted by A. P. Luxton, K. C., will commence argument in behalf of the defendant.

CANADA'S GOLD APPLES.

Colliers Points Out Value of British Columbia Fruit.

When the last decennial census was taken, which was four years ago, British Columbia had over 13,500 acres of land set out in apple orchards, says Collier's Weekly. The earnings of that fruit culture exceeded $2,000,000. The average net profit of an acre of apples is now estimated at about $300. This makes a crop such as that of 1901 equal to more than $4,000,000. Sanguine horticulturists predict the apple harvest in this province alone will equal $10,000,000 annually in less than five years. When such a figure can become a fact, British Columbia may boast of her fruit trees as loudly as she now does of her gold mines, fisheries and forests. The entire orchard product of the United States—the greatest apple country in the world—represents but eight times the claims of this one province. Last year the department of agriculture at Ottawa experimented in the exportation of apples by sending three shiploads of Canadian "Wealthys" to the British Isles. Despite the long haul and high freight tariff, the shipment more than paid; every apple was received in fine condition, and more of their kind were asked for. Bankers, from the States as well as the Dominion, tell us they are eager to invest in Canadian industries. It is not surprising that they should, for when the people earnings of a gold-mining country divide with the precious metal, the total on the trade sheet, industrial credit is doubly ensured. Bring sea-going freighters half-way across the continent, and the Pacific province apples will be worth but little less than gold.

INSURANCE INVESTIGATION.

Mutual Reserve Company's Affairs Under Examination.

New York, April 4.—The investigation of the Mutual Reserve Life Assurance Co. of this city has been in progress for several weeks. The following statement was given out at the offices of the company here today: "There is no particular significance in the investigation. We wish the policy holders to have the advantage of the official knowledge of the insurance department of the state, under which we are incorporated. The company was examined just prior to its re-incorporation and the result of such examination was made public. After the lapse of about three years it was considered advisable to give those interested the information to be had only by an official examination. We want no question as to the standing of the company."

A THEORY PROVED.

A New Idea Which Means a Great Deal in the Treatment and Cure of Disease.

Dr. Leonhardt, of Lincoln, Neb., the foremost physician of the Western States, has put forward a new theory as to the treatment of disease. He says:

"There can be no doubt, from the evidence at hand, that the stomach is and has always been the first cause of ninety per cent. of all the illness of mankind. The failure of the stomach to digest the food properly results in fermentation and decomposition, and the poisons arising from the foul and rotting mass get into the blood and tissue and nerves and breed diseases of every kind."

Dr. Leonhardt has found a remedy for Indigestion, Dyspepsia, Biliousness and Constipation. He has tried it in thousands of cases without a single failure.

He calls it Anti-Pill. It is sold at 50c by all druggists, or the Wilson-Fyle Co., Limited, Niagara Falls, Ont., sole agents for Canada.

Street Names Now Changed

Long-Pending Report Was Submitted to City Council Yesterday Evening.

Some Old-Time Cognomens Disappear Under March of Progress

(From Tuesday's Daily.)

At yesterday evening's meeting of the City Council the long-promised report on the subject of renaming certain of the streets of the city was presented and adopted. Some of the changes are of an especially interesting character. The romantic stretch of road near the Ross Bay cemetery, known for so long as "Lovers' Lane," has disappeared as far as that sentimental cognomen is concerned; it will now be known as a portion of Dallas road. Residents of Chatham street, easterly from Douglas have obtained their long-cherished wish and from now on the stigma attached to the name "Chatham" will not be borne by the section extending from Douglas east across Chambers. Kane street is no more, Broughton street extending now from Wharf to Quadra streets. Following is the schedule of the altered street names:

Ash street—(formerly Oak street)—Fort to Pandora avenue.

Burdette avenue—(formerly Churchway and Bellot)—Douglas to across Cook.

Bank street—(formerly Clara street)—Fort street south across Cowan avenue.

Blanchard avenue—(formerly Second and McClure streets)—Douglas to Hillside avenue.

Belmont avenue — (formerly St. George street)—Pemberton road south end of St. George.

Brighton Bay road—(formerly Foul Bay road)—Brighton Bay road to Fort street.

Blackwood avenue—(formerly Ninth street)—across Hillside avenue.

Bridge street—(formerly Andrew street)—Esquimalt road to Garbally road.

Broughton street—(formerly Kane street)—Wharf to Quadra streets.

Caledonia avenue—(formerly Chatham street)—Douglas east across Chambers.

Carroll street—(formerly Connaught street)—Gorge road to Burnside road.

Collinson street—(formerly Franklin street)—Blanchard to Cook.

Chambers street—(formerly Gorge street)—Bay to Johnson.

Douglas street—(formerly Katherine and portion of McClure street)—Dallas road to Tolmie avenue.

Davie street — (formerly Baronet street)—Fort across Cowan avenue.

Dallas road—(formerly Lovers' Lane)—Erie to Fairfield road.

Denman street—(formerly William street)—end of Queen's avenue to Ida street.

Dundas street—(formerly Frederick street)—Russell to Alston street.

Esquimalt road—(formerly Work street—Rock Bay bridge to western boundary.

Fort street—(formerly Cadboro Bay road)—Wharf to eastern boundary.

Fairfield road—(formerly Beechy and Labouchere)—Quadra to eastern boundary.

Farquhar street—(formerly Mason and St. Louis)—Blanchard to Cook street.

Fisguard street—(formerly Frederick and Alfred streets)—Store to Chambers.

Government street—(formerly Birdcage Walk and Carr street)—Douglas street to Dallas road.

Grant street—(formerly Putnam and Gotham)—Cook to Belmont avenue.

Grahame street—(formerly Seventh street)—across Hillside avenue.

Gladstone street—(formerly North Chatham) Chambers to Belmont avenue.

Hillside avenue—(formerly Henry street)—Pleasant to eastern boundary.

Humboldt street—(formerly Pakington street)—Post Office building to Cook.

Hulton street—(formerly Syndicate and Simpson streets)—north end Simpson to south end of Syndicate.

Heinecken street—(formerly Princess street)—Toronto to Michigan.

Heywood avenue—(formerly South Park)—Blanchard to May.

McClure street—(formerly Scoresby)—Collinson to Cook.

Mt. Tolmie road—(formerly Richmond avenue and Mills street)—Beach road to northern boundary.

May street — (formerly Snowden street)—Cook to Dallas road.

Mayis avenue—(formerly South Turney—Simcoe to Dallas road.

Milne street—(formerly Bay street)—across Mary (south end) Victoria West.

Martin street — (formerly Elford street)—Beach road to Fairfield road.

Manchester road—(formerly Elizabeth street)—Garbally to Burnside road.

North Park — (formerly Pioneer street)—Blanchard across Chambers.

Olive street — (formerly Myrtle street)—George to May street.

Pandora avenue—(words "north" and "street")—Government to Mt. Tolmie road.

Pembroke street—(formerly North Pembroke and Devonshire road)—Store street to Pandora avenue.

Prior street—(formerly Eighth street)—across Hillside avenue.

Quadra street—(formerly Victoria crescent, Park, Rupert and Fourth streets)—Tolmie avenue to Beacon Hill.

Rae street—(formerly Courtney and Coutts street)—Wharf to Vancouver streets.

Rockland avenue—(formerly Belcher street) Vancouver to Oak Bay avenue.

Redfern street—(formerly St. John)—Belleville to Kingston.

Rudlin avenue — (formerly South Pandora) — Chambers to Fernwood road.

Rose street—(formerly First street)—Topaz avenue to Queen's avenue.

Sea Terrace—(formerly Bay Terrace)—opposite Hereward road, Victoria West.

Smithe street—(formerly Esquimalt street)—Alston street to western boundary.

Vancouver street—(formerly Wallace street)—Park to Mason street.

Vining street — (formerly Milne street)—Chambers to Belmont avenue.

ADOPTED UNDER PROTEST.

Operators of Central Pennsylvania Coal Fields Accept 1904 Wage Scale.

Altoona, Pa., April 4.—After a lengthy conference of the wage scale committee representing the operators and the miners of the Central Pennsylvania coal fields, the former signed last year's scale under protest. The scale is based on 62 cents a ton for pick mining. The operators claim that conditions in the competitive coal fields do not justify the payment of the old scale. The miners, however, refused to recede from their demands for last year's scale, and the operators state that rather than assume the responsibility of being apt to bring on a strike they submitted to the miners' demands. Work, which was suspended on March 31, will be resumed in the mines today.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders, as it also acts as a disinfectant.

ANOTHER PIONEER GONE.

Death Occurred Yesterday Morning of Edward Mallandaine.

(From Tuesday's Daily.)

The death occurred yesterday morning, after a comparatively brief illness, of Edward Mallandaine, a pioneer resident of the city since 1858. A widow and four children, two sons and two daughters, are left to mourn his loss. The latter are Edward Mallandaine, jun., of Creston, B. C.; Mrs. Walter Burrough, of Vancouver; Miss Mallandaine and Charles Mallandaine.

About a week ago deceased contracted a cold, which rapidly developed into congestion of the lungs and heart affection, which speedily brought the end, which came peacefully at the family residence, 19 Simcoe street.

Born in Singapore, Straits Settlements, of English parents, seventy-eight years ago, he received his early training in London; in 1853 he was attracted to Australia by the gold excitement in the colony, and spent two years there with indifferent success. In 1856 he returned to London and delivered a course of lectures dealing with the gold fields of Australia. In 1858 he came to British Columbia, being attracted thither by the Fraser river gold excitement. He had many exciting adventures in the wilds of this province, being one time captured by the Indians, who robbed him of all his belongings. Making several fruitless attempts to reach Cariboo, he ultimately returned to this city and engaged in the practice of his profession, that of architect, being the first to practice that vocation in British Columbia. He designed a large number of residences and public buildings in the early days and issued the first British Columbia directory published on the Pacific coast.

In 1859 deceased established a night school for miners in a building on Broad street, which stood on the site of the present Colonist structure. This was well patronized and proved a real boon to the miners, many of whom were wintering in Victoria. He was amongst the first to pre-empt land on Salt Spring Island, the price paid being $1 per acre. A party of fourteen chartered a schooner and went to the island, and out of that party of fourteen only two are alive today—Mr. Martin, of Ganges Harbor, and Mr. Sampson, of the east coast of this island.

In 1867 deceased married Louisa Townsend, of Victoria, the wedding taking place at St. John's church. At the time Bishop Cridge formed the Reformed Episcopal church, the late Mr. Mallandaine was one of the few who remained with Bishop Hills as a member of the latter's flock.

Deceased was one of the first members of the Hudson's Bay Rifles, afterwards known as the Victoria Rifles, occupying for years the position of captain and paymaster. He superintended the construction of the old drill hall. A friend of the deceased's recalls the interesting fact that he placed in position in 1860 the first street signs used in Victoria, one of which may yet be seen at the corner of Wharf and Fort streets. Before construction of the C. P. R., deceased was draughtsman on surveys with Messrs. Wilmot, Gamble and a number of others.

An event which cast a gloom over his later years was the death of his second son, Fred, the well-known oarsman and athlete, who succumbed from exposure in an open boat off Macaulay Point ten years ago. The funeral has been arranged to take place on Friday afternoon at 2 o'clock from the family residence, and at 2:30 from St. James' church.

NEW LUMBER COMPANY

In our issue of today may be noticed the advertisement of another new lumber firm under the firm name of The Moore & Whittington Lumber Co. The mills of the new company are situate on Pleasant street, with branch offices at the premises of Messrs. Moore & Whittington, contractors and builders, Yates street. The new firm start under most favorable auspices with their mills fitted up under department most modern style, the very latest and best machinery having been installed. With strict attention to business and moderation in charges, The Moore & Whittington Lumber Co. hope to merit a fair share of the public patronage in all kinds of rough and dressed lumber, mouldings, shingles, etc. Mr. Moore, who for the past ten years has been the partnership with E. W. Whittington as contractors and builders, takes charge of the company's interests at the mills as manager, while Mr. Whittington takes entire charge of their well known Yates street business. As contractors and builders the firm of Messrs. Moore & Whittington has been well known for many years in Victoria and vicinity, and many fine monuments of their skill and superior ability in architecture stand forth to their credit in all parts of the city, and there can be little doubt as to their success in their new departure.

DISCARD UNION LABOR.

Open Shop Movement Declared to Be Gaining Ground.

New York, April 4.—There is a tendency among clothing manufacturers of the country to discontinue entirely the use of the union label, according to reports read before the national labor bureau of clothing manufacturers, which met in annual convention here. It was reported from all the various markets represented that the utmost harmony prevailed at present between manufacturers and employees, and that the open shop movement is gaining ground.

Drowsiness After Meals

A PERSISTENT SYMPTOM OF NERVOUS DYSPEPSIA—CURE IS OBTAINED BY USE OF

Dr. Chase's Nerve Food

Many a sufferer from chronic dyspepsia dates his ailment from the time he began to feel "drowsiness over meals." The blood is weak, and there is not sufficient nerve food to carry on the work of digestion and supply the vital force required for mental and physical activity.

Headache, dizzy spells, defective memory, inability to concentrate the mind, brain fag, irritability of temper, nervousness and sleeplessness are the resulting symptoms.

Owing to defective digestion, the body is not deriving proper nourishment from the food, and some other method of obtaining strength must be employed.

In Dr. Chase's Nerve Food the most effective blood-building and nerve-restoring elements of nature are contained in condensed form, so as to be easily taken into the blood.

It takes time to thoroughly cure dyspepsia and its accompanying symptoms, but you can be certain that each dose of Dr. Chase's Nerve Food is of some benefit to you, and that the cure will be complete and lasting.

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edmanson, Bates & Company, Toronto. Portrait and signature of Dr. A. W. Chase, the famous receipt-book author, are on every box.

Buy Site For Old Men's Home

Eleven Acres Near "The Willows" Have Been Obtained by the Corporation.

C. P. R. Urges Expedition In Filling In Ground on Big Hotel Site.

(From Tuesday's Daily.)

An unusually large amount of particularly interesting business was transacted in a thoroughly business-like fashion at yesterday evening's meeting of the City Council, chief amongst which was probably the decision to purchase a site for the proposed new home for the aged and infirm. This piece of land, known as lots 9 and 10, section 9, Victoria district, is that triangular section just across the street from "The Willows" road house at Oak Bay, near the exhibition buildings, and is admirably situated for the purpose for which it has been chosen. It is eleven acres in extent and the purchase price $5,500.

An important report also was submitted by City Assessor Northcott on the question of the expediency of redividing the electoral wards of the city on the land assessment and acreage basis; and the long-promised report on the matter of renaming many streets was also submitted. These reports appear in full elsewhere in this issue.

R. Marpole, of the C. P. R., wrote as follows:

Gentlemen—The Canadian Pacific Railway Company has made arrangements for their portion of the dry filling around the hotel foundations by contract with the Haggerty Company, Ltd., at the rate of 60 cents per cubic yard, including the spreading on site. We are anxious that no delay should occur to the contractors for the erection of the building, and particularly desire to have the south end west front filled in as soon as possible. I would therefore suggest that it would be to the mutual advantage of the city of Victoria and this company to allow the same contractor to proceed with the city's portion of the dry filling, the quantity of which was previously agreed to and which is, approximately, 13,000 cubic yards. If this is agreeable to the city, the railway company will be willing to do it at cost, that is, 60 cents per cubic yard, making no charge for the use of the dump cars supplied to the contractors, or for the trestles that have been erected on the site. We believe that this price of 60 cents per yard is the cheapest that can be done at the present time, and this arrangement would enable the city's portion to be carried on without waiting for completion of the company's portion, and thus avoid serious delay.

R. MARPOLE,
General Superintendent.

Referred to the streets committee.

A. T. Goward, local manager of the B. C. Electric Railway Company, respecting the contract given Mr. Haggerty, asked that the usual thirty days' notice be waived in order that the tracks may be extended to the gravel pits.

Ald. Fullerton said Mr. Haggerty had acquired a piece of land on North Chatham street. Mr. Haggerty should be asked to replace the sidewalk and the tramway company asked to remove its old tracks.

Ald. Hanna said it was decidedly unwise to lower the grade at the head of Caledonia avenue. The cut should be via Vining street.

A motion was passed refusing permission to cut down Caledonia avenue, but waiving the usual thirty days' notice to the tramway company.

R. J. McMicking, superintendent of the B. C. Telephone Company, wrote asking for permission to put down an "anchor" for wires on the causeway.

On motion of Ald. Oddy, it was decided to grant the permission providing the telephone company agreed to place further back certain poles on Fort street which were too far out on the thoroughfare.

C. T. Dupont wrote saying it would cost $700 to move his stables on Elford street, therefore would give the city the sum of $350 and sixty feet of property for the extension of Elford street to Pandora avenue.

This proposition was accepted and Mr. Dupont will be so informed.

Messrs. Raymond & Sons asked permission to extend their wharf to the northeast corner of Oswego street.

Request granted, subject to supervision of city solicitor.

Peter Lavelle objected to changing the name of Chatham street from Douglas street east. Received and filed.

Robert Hamilton, veterinary surgeon, wrote urging the council to close all public watering troughs, as both influenza and glanders are now prevalent amongst horses.

It was decided to immediately adopt his recommendation.

H. Stadthagen urged that the work of paving Johnson street be undertaken at the earliest possible moment. Received and filed.

William Grimm, blacksmith and wheelwright, asked for a share of the corporation's business. He will be informed that he will be remembered.

W. J. Dowler reported having referred the following communications to the city engineer for report: Mrs. Hood, re condition of drain on Rebecca street, connecting with Alfred street; Mr. Hutcheson re the condition of Harrison street.

Received and filed.

The purchasing agent and the water commissioner recommended the awarding of the contract for water metres to R. P. Rithet & Co., agents for the Worthington metre, the figure being $1,030. Adopted.

The water commissioner reported as follows:

Dar Sirs—The 12,000 feet of 4-inch water pipe, that Messrs. Findlay, Durham & Brodie are under contract to supply, is expected to arrive as follows: 1,380 feet per Ping Suey, now due; 3,084 feet per Oanfa, due end of April; 7,536 feet per Telemachus, due end of May. The contract calls for the pipe to be delivered on the street, and to enable the order for hauling to be given immediately on arrival, I beg to recommend that the pipe be laid as follows:

Street.	Distance	Est'd.
Harrison street, entire length	825	$ 986
Hulton Street, Oak Bay avenue to Cadboro Bay road	720	137
Amphion street, Oak Bay avenue to Cadboro Bay road	720	137
McClure street, Collinson to Vancouver	1,521	879
Dallas road, Montreal to St. Lawrence	540	488
St. Charles street, north from Fairfield road	660	133
St. Charles street, south from Belcher street	1,029	185
Washington street, Gorge road to Burnside road	1,560	376
Terrace avenue, south from Oak Bay avenue	795	978
McGregor avenue, south from Oak Bay avenue	450	506
Ontario street, west from Oswego street	320	100
Pembroke street, west from Government street	700	150
Katherine street, north from end of present pipe	160	250
Total	10,000ft	$5,395

This will leave 2,000 feet to be delivered at the shop, to be used as occasion requires. I would also recommend that a 6-inch pipe be laid on Douglas street from Humboldt to Belleville, as soon as the condition of the street will permit; the pipe is on hand, and the estimated cost of laying is $250.

JAS. L. RAYMUR,
Water Commissioner.

Referred to the streets committee.

Tenders for police clothing were not opened, but referred to the purchasing agent and finance committee with power to act.

Ald. Fullerton moved to repair the fence around the old Quadra street cemetery, at an approximate cost of $250.

Ald. Elford heartily concurred in the motion; the cemetery was in a disgraceful condition and should be hidden from the public gaze.

Ald. Fell thought it was a mistake to hide what was an eyesore. The eyesore should be removed. Why not make a park of it? The old gravestones would shortly disappear. There was no question about the city's right to take hold of the cemetery and improve it.

The matter was referred to the streets committee for report.

The report of the home committee recommending the purchase of a site for the new Home for the Aged and Infirm was then submitted, on the lines indicated above.

Ald. Fell was opposed to exceeding the price agreed upon for the purchase of a lot, $2,000.

Ald. Hanna thought the committee was to be congratulated on having made an excellent purchase. The site was an ideal one.

The report was adopted and the city solicitor instructed to draw up the necessary deeds.

The streets committee recommended that Mrs. J. Rule be refunded $3 pound fees; that the question of better drainage on Oak Bay avenue be referred to the city engineer for report; that petitioners be informed that the council does not see its way clear to remove the corporation water pipe sheds from Pandora avenue; that the tender of R. H. Johnson for supplying shrubbery and taking care of the plots in Bastion Square be accepted.

The report was adopted.

The finance committee recommended the payment of accounts amounting to $5,221.07. Adopted.

On motion of Ald. Stewart, seconded by Ald. Oddy, it was decided to proceed with the work of laying down cement walks in the sections mentioned in Friday morning's Colonist.

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