

W. H. SMITH IS SAFE IN PORT

TOWED TO SEATTLE BY TWO GRAY'S HARBOR TUGS

Mainmast Lifted Right Out of Deck By Force of the Wind.

Seattle, Jan. 22.—The ship William H. Smith is in a safe port to-day after a week's battle with the storms of the Washington coast, being anchored in the local harbor. Captain Murray and most of the men have not had their clothes off since January 13th and the unlucky "thirteen" has received another corroborative incident, according to the belief of the sailors.

The vessel will be libeled to-day by Attorney W. H. Hayden, representing the Grays Harbor Tug Boat Company, whose tugs, the Darling and John Cuddahy, took the Smith from her perilous position off McElips to Seattle. The claim for salvage will be against both the vessel and its lumber cargo.

"The gales were the worst that I have ever experienced," said Captain Murray. "It was blowing so hard that we could not stand up against it and even from shelter we could not see as the force of the wind against the eyeballs caused such pain that we could not keep our eyes open."

"Our top gallant sticks went first in a heavy squall, which caused the ship to lurch heavily. This was at 2 o'clock on the afternoon of January 13th. An hour later the main mast was pulled right up out of the deck and fell across the ship. Eight men were at the pumps, for the straining of the vessel's timbers had already started the water coming in but by a miracle none of the men were injured, although practically all of them were caught in the falling top hamper."

"On January 18th we hooked on to the Washington and lay off the Columbia river all night waiting for a chance to get over the bar. It was too rough in the morning to reach the river, and at 5 a. m. on January 17th the tow line parted, but at 7 a. m. we hooked up to the Washington again. Four hours later the hawser parted again and that was the last we saw of the Washtenaw."

"The storm moderated on the evening of January 18th, after we had been drifting around all day, but although the wind ceased somewhat, there was a tremendous sea, and we were riding bows into the billows. The water was washed all over the deck. Then it was that I sent Mate Moore ashore for help."

"At 5 o'clock in the morning of January 20th I caught the gleams from a searchlight on a tug, and soon the Darling hove in sight and we got a line from her."

G. T. P. WHARF PLANS ON SEATTLE WATERFRONT

Work is to Be Rushed as Fast as Possible on the New Structure.

Seattle, Jan. 22.—The first piling for the new Grand Trunk Pacific Railway will be driven early the coming week, beginning at the new or outer wharf line, so as not to disturb immediately the business of the Flyer and other steamers using the Flyer dock.

The steel deck of the new pier will be constructed as fast as the piling is driven. Cressed piles are to be used and are already in transit.

The plans for the new structure call for a pier building with a width of 126 feet and a length from the outer harbor line to Railroad avenue of over 1,000 feet. It will be two stories high, with offices on both north and south sides, an ornamental tower and waiting room for passengers.

One of the features contemplated in the plans is a monster roof garden capable of accommodating several thousand passengers, with possibilities of summer vaudeville attractions.

South of the new pier will be a fifty-six foot steamer barge dock, with offices on Madison street will afford approximately 120 feet of docking space. The new pier is expected to be completed May 1st.

WASHTENAW ARRIVES AT PORT HARFORD

Tank Steamer Turned South on Losing Dismasted Ship

W. A. Smith.

San Francisco, Jan. 22.—The tank steamer Washtenaw, which has been missing since last Monday, when the vessel cut loose from the dismasted ship W. H. Smith, which she picked up off Grays Harbor, arrived last night at Port Harford, California. Immediately after cutting loose from her tow, the Washtenaw proceeded on her way south, and not being sighted in the meantime, fears were entertained that the steamer had been wrecked.

The death occurred this morning at St. Joseph's hospital of Joseph Pesse, at the age of 65 years. He was born in Montreal, Que., and has lived here for some time. The remains have been removed to the Victoria Undertaking Parlors, where they are being prepared for shipment to his native home next week. Mrs. Pesse and family will accompany them.

SUSIE N. PLUMMER SIGHTED BY ENA

C. P. R. Freighter Reported on Her Arrival at San Pedro.

San Pedro, Jan. 22.—The British steamer Princess Ena, from Sechart, B. C., reports having sighted, January 15th, at 2 p. m., the derelict schooner Susie M. Plummer in latitude 48 degrees 22 minutes north and longitude 127 degrees 19 minutes west. The schooner's deck was two feet above the water, and she apparently was not hopelessly waterlogged.

The fate of the crew of the Plummer remains a mystery. The Princess Ena left the West Coast of Vancouver Island a little over a week ago with a cargo of fertilizer for San Pedro. Her last port of call was Kyquoot, and she would probably take a course farther out than the average coasting steamer, especially when the weather down the coast was so bad. This would account for her seeing the Plummer when others have missed her.

ANTIOCHUS ARRIVES.

Blue Funnel Liner Reached Port This Afternoon—Encountered Rough Weather.

The Blue Funnel liner Antiochus reached the outer wharf about 2 o'clock Saturday from Liverpool via the Orient, and sailed again at 3.30 for Tacoma.

She brings 8,000 tons of general cargo containing 5,000 bales of silk, which will be discharged at Tacoma. She has 1,000 tons of cargo for Victoria, and will discharge it here on her return from Tacoma. She brought 40 Chinese from the Orient, 48 of whom are new arrivals.

Captain Kay reports a stormy passage across the Pacific ocean and storms off Cape Flattery. He was on the bridge for 36 consecutive hours prior to reaching the outer wharf.

POLICE MAGISTRATE FOR VANCOUVER

A. E. Bull Gets the Position—Other Appointments—New Companies.

The vacancy in the magistracy in Vancouver has been filled by the appointment of Alfred Edwin Bull, who will act as police magistrate for the city and stipendiary magistrate for the county of Cariboo.

Charles Wm. Grain, 150-Mile House, is appointed stipendiary magistrate for the county of Cariboo.

Other appointments gazetted in this week's British Columbia Gazette are those of Captain Peter Elliston, R. C. A., Victoria; Spencer Percival, North Pender Island, and Alex. M. Black, Corbin, East Kootenay, as justices of the peace; Robert Strachan, Moyie, and Evan Evans, Corbin, as inspectors of coal mines and metalliferous mines.

An assisted school district has been established near Kamloops, to be known as Little Port district.

The government agent at Kaslo invites tenders for the purchase of the Green Lakes, Green Lakes Fraction, Crescent, Twin Lakes and Marguerite Fraction mineral claims.

A Dominion order-in-council is published, conveying to the province certain mineral lands in the railway belt in Kamloops mining district, for which the province pays \$1 an acre.

Certificates of incorporation have been granted to the following new companies: Canadian Northern Coal, Coke Co., Ltd.; Cloverdale Improvement Co., Ltd.; Cranbrook Land & Loan Co., Ltd.; Elko Water Light & Power Co., Ltd.; Griffith & Lee, Ltd.; Kootenia Nursery and Greenhouse Co., Ltd.; Main Reef Mining Co., Ltd.; M. Furness, Ltd.; Pacific Investment Corporation, Ltd.; Portland Canal Water & Power Co., Ltd.; Prince Rupert Telephone Co., Ltd.; Vancouver Club of the Northwestern Baseball League, Ltd.; Vancouver Knitting Co., Ltd.; Vancouver Portland Canal Mines, Ltd.

OFFICIAL DINNER.

Hon. T. W. Paterson Entertained at Government House Thursday Evening.

Following the opening of the legislature Thursday afternoon his honor the lieutenant-governor gave his first official dinner at Government House last night. The invitations were to official representatives of the legislative bodies, the navy and military forces, the judiciary, etc.

—There was a total of 160 fire alarms during the period between May 1st and December 31st, when Chief Davis took charge of the department, the record being as follows: Beach fires, 6; brush fires, 3; burning paper in stove, 4; burnt-out coil in electric switch, 1; boy lighting lamp, 1; chimney fires, 18; careless workmen, 3; electric wire, 2; grass fires, 1; gasoline ignition, 1; hot ashes, 12; supposed incendiary, 4; mice and matches, 2; overheated stove, 6; overheated journal setting fire to dust, 1; oil lamps upsetting, 2; oily rags, 1; overboiling of syrup, 1; outside fire limits, 3; plumber's torch, 1; rubbish, 5; spark from chimney, 19; spark from grate, 3; spark from consumer, 1; spark in sawdust, 1; spontaneous combustion, 1; sparks on fire, 2; test fire underwriters, 1; tramp smoking, 1; unknown, 4; false alarms by unknown persons, 27.

POULTRY SHOW DRAWS CROWDS

MAYOR AND ALDERMEN TO ATTEND TO-NIGHT

Excellent Exhibits Have Attracted Larger Attendance Than Usual.

(From Saturday's Daily) To-morrow night the poultry show, which is being held in the Broad street hall, will be brought to a close. The attendance yesterday afternoon and evening was very large, and exceeded the anticipations of the committee. At former shows the attendance has been small, but this year the patronage has grown.

Considerable comment has been heard on the excellent display of poultry and set stock. The quality of the chickens shown is much improved over last year's. A feature will also be given by M. A. Jull, poultry commissioner for this province, on the topic "Practical Poultry Raising in British Columbia." The address will be given to-night, and the poultrymen who wish to learn something would do good to attend.

Following is the list of yesterday's prize awards:

Cornish Indian Game. Cock—1, Jones and Newberry; 2, R. C. Parberry.

Hen—1, Jones and Newberry; 2, R. C. Parberry.

Silver Spangled Hamburg. Cock—1, J. T. Smith; 2, Bagot Bros.; 3, W. Hutchison.

Cockerel—1, W. H. Hutchison; 2, J. T. Smith; 3, Mrs. J. G. French.

Hen—1, and 2, J. T. Smith; 3, Mrs. J. G. French.

Buff Cochins Bantams. Cock—1, A. J. Gray; 2, C. J. McDowell; 3, A. J. Gray.

Cockerel—1, and 2, C. J. McDowell; 3, A. J. Gray.

Hen—1, A. J. Gray; 2, Mrs. J. G. French; 3, C. J. McDowell.

Pullet—1, and 2, A. J. Gray; 3, C. J. McDowell.

White Cochins Bantams. Cock—1, H. C. Metge; 2, Wm. Malcolm.

Cockerel—1, and 2, Thos. Kingscote; 3, H. C. Metge; 4, Mrs. J. G. French.

Hen—1, and 2, H. C. Metge; 3, Mrs. J. G. French.

Pullet—1, and 2, H. C. Metge; 3, Mrs. J. G. French.

Slates. All awards to M. L. Calvert.

Pen Awards. White Plymouth Rocks—1, and 2, Jones and Newberry; 3, E. Henderson.

Buff Rocks—1, and 2, Blackstock Bros.

Barred Rocks—1, Geo. Bortwick; 2, and 3, C. Gifford.

White Wyandottes—1, H. L. Radam; 2, and 3, Spencer Festival.

Golden Laced Wyandottes—1, James Flett.

Partridge Wyandottes—1, and 2, W. O. Carter; 3, J. T. Smith.

Blue Columbian Wyandottes—3, Thos. Edmonds.

S. C. Rhode Island Reds—3, O. B. Ormond.

R. C. Rhode Island Reds—1, W. E. Nightingale; 2, O. B. Ormond.

Light Brahmas—1, Jones and Newberry.

Black Langshans—1, Jones and Newberry.

White Langshans—1, Jones and Newberry.

S. C. Brown Leghorns—1, J. D. West; 2, F. Garland; 3, H. B. Kelly.

S. C. White Leghorns—1, J. Wilson; 2, B. Henderson; 3, J. J. Wilson.

R. C. White Leghorns—1, A. Stewart; 2, S. C. Buff Leghorns—1, W. E. Nightingale; 2, F. Hepworth.

Black Minorcas—1, Blackstock Bros.; 2, E. Greenwood; 3, Blackstock Bros.

S. C. White Minorcas—1, F. Jamieson; 2, B. R. Watson; 3, Blackstock Bros.

Blue Andalusians—1, O. N. Jepson; 2, J. T. Smith.

Anconas—1, W. M. Coats; 2, and 3, J. T. Smith.

White Crested Black Polish—1, J. T. Smith.

Non-Bearded Golden Polish—1, Mrs. Ermer.

Bearded Silver Polish—1, Jones and Newberry.

Silver Spangled Hamburg—1, J. T. Smith; 2, and 3, A. Hutchison.

Houdans—1, P. Jamieson; 2, A. Stewart; 3, F. Jamieson.

Buff Orpingtons—1, and 2, James Wood; 3, W. H. Harvey.

White Orpingtons—2, W. H. Van Arum.

Black Orpingtons—1, Blackstock Bros.; 2, Reid and Mitchell; 3, W. H. B. Medd.

Cornish Indian Game—1, Jones and Newberry.

Silver Sebright Bantams—1, W. E. Nightingale.

Rose Comb Black Bantams—1, Geo. E. Martin.

Buff Cochins Bantams—1, A. J. Gray; 2, C. J. McDowell.

White Cochins Bantams—1, H. C. Matge.

Indian Runner Ducks—1, Thomas Kingscote.

Pekin Ducks—1, W. H. B. Medd; 2, L. F. Solly.

Best Dressed Roaster—1, Mrs. J. C.

Other Prizes.

Eggs—One dozen brown, best marketable—1, J. H. Smith; 2, L. F. Solly; 3, Blackstock Bros.

One dozen white, best marketable—1, Blackstock Bros.; 2, J. H. Smith; 3, L. F. Solly.

CATS. Persian, Golden Eyed, White. Male—1, and special, Mrs. J. H. Hickford.

Female—1, and special, Mrs. J. H. Hickford.

Persian, Blue. Male—1, Mrs. Hickford, "Abdulla." Female—1, and special, Mrs. W. Sordgen, "Bluey."

Persian, Black. Male—1, Evelyn Withers.

Persian, Black and White. Male—1, and special, Mrs. E. J. West.

Persian, Tortoise Shell. Female—1, and special, Mrs. M. B. Holland.

Long Haired Kittens, White. Female—1, Mrs. Hickford.

Long Haired Kittens, Black. Male—2, Mrs. Hickford; 3, Mrs. W. West.

Female—2, Mrs. W. West.

Long Haired Kittens, Black and White. Male—1, D. McCulloch.

Long Haired Kittens, White Silver. Male—1, Mrs. W. West.

Long Haired Kittens, A. O. C. Male—1, Mrs. West.

Female—1, Phyllis Slater.

Common Black and White. Neuters—1, D. McCulloch.

Long Haired, White. Neuters—1, Mrs. Hickford.

Long Haired, Blue or Smoke. Neuters—1, and special, Mrs. J. Douglas.

Long Haired, Orange and White. Neuters—1, and special, Mrs. M. H. Rathorn.

Short Haired, Open Class. Male—1, and 2, Mrs. French.

Short Haired, Silver Tabby. Male—1, Mrs. Barton.

Female—1, Miss E. Withers.

Short Haired, Satan. Male—1, Mrs. Mitchell.

Short Haired, Black and White. Male—1, D. McCulloch.

Short Haired, Kittens. Male—2, H. Laughon.

Female—1, E. Alsopp.

Any Other Variety. Male—1, Miss E. M. Bruce.

Common. Male—1, W. Baylis.

Female—1, Mrs. Tomlinson.

GRAND PACIFIC HOTEL IS SOLD TO DR. HALL

Block of Stores and Offices is Planned for Johnson Street.

The Grand Pacific hotel, at the corner of Johnson and Jones streets, has been purchased by Dr. Frank Hall for \$50,000, the sale being negotiated by Allen & Co.

Another inside sale of property made today was to Joshua Kingham, who purchased the lot on Langley street, adjoining the Bank Exchange, at the corner of Yates street. The lot is 30 by 60 feet.

Three lots of government street sold for \$10,000, and a number of lots in various districts changed hands.

A brick building for stores and offices on land 60 by 120 feet is contemplated on Johnson street, adjoining the warehouse of the Brady-Houston Pickling Company. It will be three stories in height, comprising stores and offices. The cost estimated at \$12,000, and the owner is Dr. Arthur J. Garsche. Thos. Catterall has completed the alterations to the premises of the B. C. Investment Agency's offices, Government street.

Building permits have been issued to J. M. Savage, who is making alterations to his residence on St. Charles street. The alterations will cost \$3,000.

Miss Mary McKee has received a permit today for a three-roomed house on Connaught street, to cost \$480.

—Next Tuesday at 11 a. m. the divorce action of McAdam vs. McAdam will be heard. Messrs. Crease and Crease are acting for the applicant.

—The remains of the late Louis Hendrickson were laid to rest in Ross Bay cemetery Thursday afternoon. Services were conducted at the B. C. Funeral at 2 o'clock by Rev. Otto Garbick.

—Wednesday of next week has been set for the trial of two actions instituted by E. M. Johnson against the city. The suits are for comparatively small sums of money.

—On Tuesday evening, commencing at 8 o'clock, the regular review of Baxter Hive, Ladies of the Macabees, will be held in the A. O. U. W. hall. The officers for the ensuing year will be installed by Deputy Supreme Commander Kemp, after which a social time will be spent, and refreshments served at the close.

—J. D. McDonald & Son, to whom a reference was made Friday in regard to fall fair accounts, wish it understood that they were paid \$1,000 on account in October of last year. This payment being made possible by the ladies' committee for the women's building turning in sufficient money for the purpose to the ladies' committee. The amount of \$1,000, as stated yesterday, is still owing, however, but in justice to the ladies the contracting firm desire this explanation to be made.

TACKLING THE WATER PROBLEM

MAYOR MORLEY MAKES DEFINITE SUGGESTIONS

Citizens to Be Asked to Assist the City Council in the Matter.

A committee of twenty-one citizens, chosen so as to represent all classes in the community, will be asked to co-operate with the city council in solving the water problem of Victoria. This decision was reached at the special meeting of the city council held Friday evening following a suggestion to that end by Mayor Morley. His worship urged that the first thing that had to be done in approaching the water question was to dissipate suspicions that the council was at all determining to put forward the very best plan regardless of preconceived notions; and he contended that this could only be done by asking the people themselves to co-operate with the board in the matter. The other members of the council board thought this a sensible way of dealing with the subject under the circumstances and a resolution empowering him for his worship to appoint the committee was passed. During his remarks his worship said he favored submitting two by-laws to the city—one providing for the purchase outright of the holdings of the Esquimalt Waterworks Company and the other authorizing the corporation to proceed with the Sooke Lake scheme.

In bringing the water question before the board the mayor said he had been informed that the city engineer could not discuss the letter of Mr. Adams relative to the reservoir. He would not express his views at the opening of the meeting, but thought that the aldermen should endeavor to outline some policy.

Ald. Fullerton, who started the ball rolling, said he was in favor of Sooke and he was sure the people were also, notwithstanding the adverse vote on the by-law. The people had not sufficient facts before them regarding the project, hence its defeat. Before the Sooke measure was submitted to the people again it would be necessary to have full information regarding the cost of the tunnel, and he would be in favor of spending a few thousand dollars to get that information. The next by-law should not ask for the whole amount required to complete the project, but sufficient to acquire the riparian rights. He favored increasing the watershed at Elk lake immediately.

Ald. Sargison pointed out that both Ashcroft and Adams had said that the cost of the tunnel was problematical, and for that reason he was of the opinion that the board of trade was justified in the attitude they assumed on the ground that there was insufficient information available as to the cost of the project. It had been pointed out to the board of trade also that Mr. Bryson was preparing another report.

Ald. Bishop was of the opinion that the services of a competent expert should be obtained to make a report. He favored the work being done by contract instead of day labor.

Ald. Raymond thought it would be highly important to have a report from the water commissioner as to the amount of money that would be available from revenue. He would like also a copy of all correspondence with the Esquimalt Waterworks Company, particularly those letters in which a price per gallon had been quoted. In regard to ascertaining the cost of the tunnel he favored this investigation being made by a mining engineer, as a mining man would know more about such work.

In response to questions, Mr. Raymond, the water commissioner, said that the last price which the Esquimalt company had set upon their holdings was \$130,000. In this letter they had refused to state a price per gallon, but previously they had said three or four cents per thousand.

To Ald. Fullerton, Mr. Raymond said the revenue from water this year would be insufficient to meet first charges on the Sooke Lake loan, but no doubt at the end of five years there would be sufficient money coming in.

Mayor Morley remarked, in regard to the report of the city engineer, that if they took it from the Sooke company they would have to provide a like sum from other sources for the purpose, which the revenue is now utilized.

Ald. Bannerman expressed himself as a firm believer in the Goldstream proposition.

Ald. Langley said the water question was undoubtedly a very complex one. The citizens had been doing a lot of thinking. This was demonstrated by the fact that both by-laws had been defeated. He did not think that either measure had been properly presented to the public. He (Ald. Langley) was only concerned in seeing that the people got the best business proposition. He did not care so much whether Jones, Brown or somebody else would make some money out of a particular scheme so long as the city got a good bargain. Everyone seemed agreed that Sooke was the ultimate source of supply, but he was not prepared to say whether it was timely to take that scheme up now. On the other hand the Esquimalt company have a supply ample for the city for many years to come. Was it wise for the city to allow that company to supply the city in opposition to the city supply? In his opinion the city should acquire everything. It would take five years to get water from Sooke. It might be that in that time the plant of the Esquimalt company would depreciate to such an extent that the city could acquire it very cheaply. He could not see how the company could hope to increase their revenue after the city commenced getting water from Sooke lake. It now costs the city thirteen cents for water; the Esquimalt company would sell for four cents. Why should people be opposed to buying water from a private company? He could not understand. He thought the board should for the present confine itself to getting all the information possible, relative both to Sooke and Goldstream.

Ald. Sargison said everybody was agreed on Sooke, but he was sure no sensible business man would act differently from what the board of trade had done. They must first of all estimate the cost of the tunnel. They could then talk intelligently as to the cost of the whole project. There was no danger of the city being confronted with a water famine, with the supply at Elk lake, and the Esquimalt company ready to furnish an ample quantity at short notice.

Ald. Bannerman feared that there would be a lawsuit just as soon as they started boring for a tunnel.

Mayor Morley did not think there would be any lawsuit and Ald. Fullerton said Mr. Bryson had reported that the route could be so altered as to avoid the Esquimalt company's property.

Ald. Humber complained that the whole water question was being made a "political football." He reiterated his faith in Elk lake, and the Esquimalt company, and the communication caused a lively discussion. Messrs. Mason & Mann pointed out that the case was a very important one, and urged that the city make some endeavor to arrive at an agreement with the company before a decision was rendered.

On the letter having been read the mayor remarked that it was a pity that the city solicitor had not given this opinion to the council before the suit had been brought through the city.

Ald. Sargison moved that the letter be received and filed.

Ald. Raymond explained how the suit arose. The council had refused the right of the company to cross a sidewalk at Spring Ridge, and after the action had commenced the city barrister, on his own initiative, had brought in the question of the right of the company to haul freight through the city.

Mayor Morley asked whether the city council had ever questioned the right of the company to haul freight.

Ald. Bannerman said he had understood that the opposition came from a number of the teamsters of the city.

Mayor Morley—Oh, I see, and using the city as a cudgel.

Ald. Langley thought it most extraordinary thing that the city should have been involved in this litigation. The council was apparently not opposed to the company hauling freight—indeed he had always understood that it was more in the interest of the city than otherwise that freight should thus be hauled. The streets would be saved much wear and tear for one thing.