great Kohinoor diamond was Queen Alexandra's crown for

ench crown for \$1,000,000. id \$450,000 for a splendid

ND PRO-BOER MEETING

ppeka, Kan., two thousand attended a pro-Boer meeting ay, and resolutions urging Eng-invite the president of the Unit-is and the ruler of Denmark to were adopted. The resolutions olded to London. Addresses were David Overmeyer, Gen. J. K.

O BE WELL DRESSED.

petticoats on muddy days. petticeats on muddy days.
jewelery any time.
red with a fiorid complexion,
d belt on a stout figure.
a bask on a slim figure,
trimmings on a good dress.
lace on anything,
ds in the day time.
collars with dressy frocks.
bats with outing costumes.
bonnets with street suits. ! hite gloves on a shopping expedies with an elaborate toilet.

sing. The state of the state of

THE GOOD OLD TIMES." sing whether the "old times" can rely called "good," Engineering re-t in 1811, the mail coaches, on ac-t the deplorable condition of the ccupied 41 hours in the journey ndon to Holyhead, and even in 1837 was 27 hours. The fare from Lon-Edinburgh 11½ guineas inside and leas outside. The first passenger be worked by a steem locomotive, kton and Darlington, was opened The first-class carriages compris-bodies of three stage coaches; the ss carriages were open, the sides bodies of three stage coaches; the sac carriages were open, the sides feet, or 3 feet 6 inches in height, the Savannah crossed the Atlantic tys, partly by steam and partly by it was not until 1833 that a vessel he voyage entirely by steam, the cupied being 17 days. Now the is made by German liners in six iridently traveling was both fatiguence to the same of the same than the same of the same than the same of t

of the pattern devised by Mr. app, of Prescott, Ontario. The thapp. of Prescott, Ontario. The is three million dollars, and the exters are to be in Montreal. The its are Dr. Frank Buller, Fran-F. Brown, consulting engineer; Dorken, M. Hutcheson, K.C., eal, and F. A. Knapp, barris

pherd.-St. Lake's church at hepherd:—St. Lake's church at Hill was the scene of a very wedding at 11 a. m. on New lay, when the Rev. Robt. Coned; in the bonds of holy matriss Emily Shepherd of Nottinggland, and Mr. W. E. Hill, shipted at the Giant Powder works, reh was very prettily decorated, filled with the numerous friends oung couple. Mr. F. Blanken-ye sway the bride, and after the costly presents.

Banquet.—The Torkshirementy will hold their annual banthe 24th instant.

Winner.—The point lace hand-raffled by Miss B. Skinner was Mrs. G. R. Jackson, holder of

# Semi-Week

Colonist.

FORTY THIRD Y

VICTORIA B. C FRIDAY JANUARY 10 1902

VOLUME LXVII

Wrecked on Green Island. Chatham Sound, on January 2.

### VICTORIANS LOSE THEIR LIVES

Capt. McIntyre, Pilot Roberts, Chief Engineer and Four Others Lost.

THE LOST

JAMES McINTYRE, Master, Port Townsend. C. VIVIAN, Chief Engineer, Victoria. PILOT ROBERTS. Victoria. A. EDWARDS, 3d Eng'r, Victoria. JOSEPH SILVA. San Francisco. W. REMER. San Francisco. H. C. HURTLENT, San Francisco.

Vancouver, B. C., Jan. 8 .- The colof Victoria, Chief Engineer Vivian, Vic-toria; Captain McIntyre, Third Engineer Edwards and three of the crew are

captain and ship to the last, is thought to have never been swung free of the

PLUNGED TO DEATH. PLUNGED TO DEATH.

At 4 o'clock a. m. on the 3rd of January, the Cottage City en route North arrived at the scene of the wreck. From a distance she saw the fourth boat being got over the side of the stranded steamer, presumably by the captain and those who remained on deck of the Topeka. It was learned that morning dark, and those who were straining their eyes towards the wreck saw the picture of the men escaping from the domed ship fade away like a dissolving view and when the atmosphere cleared a little again there was no sign of the collier or the escaping no sign of the collier or the escaping men. The ship had been doubtless rock-ed to and fro by the rising tide and be-ing loosened from the rocks, had plung-ed down to the bottom of the sea.

The steamship City of Topeka bound for Port Townsend hailed the steamer City of Seattle en route for Vancouver yesterday morning and delivered this startling message through a megaphone.

Eagerly the captain and passengers shouted questions across the waters, and the questions across the waters, and the questions were answered from the deck of the Topeka. It was learned that I for the crew or the ill-rated samer wenter on board of the Topeka, and would be landed in Port Townsend at 7 o'clock Thursday morning.

SAVING SURVIVORS.

The Cottage City shood off Green is and for four hours. She was not long in picking up the first boat with seven survivors, and was shortly after hailed by the second boat with seven more of the crew. After waiting two hours the men who had been picked up informed her Cottage City that they feared their comrades who had put off in the third beat waiting louger for them.

The Cottage City shood off Green is and for four hours. She was not long in picking up the first boat with seven survivors, and was shortly after hailed by the Second boat with seven more of the crew. After waiting two hours the men who had been picked up informed her Cottage City that they feared their comrades who had put off in the third beat had been drowned, and it was little use waiting louger for them.

The Cottage City shood off Green is and for four hours. She was not long in picking up the first boat with seven were more of the crew. After waiting two hours the country off in the third beat had been drowned, and it was little use waiting louger for them.

The Cottage City shout her four hours the first boat with seven was not long in picking up the first boat with seven more of the crew. After waiting two hours the country of the crew. After waiting two hours the survivors, and was shortly after hailed the crew. After waiting two hours the country of the crew have of the country of the crew have of the country of the crew. After waiting two hours the crew. After waiting two hours the crew. After waiting two ho SAVING SURVIVORS.

C. P. N. Co. during the rush to the Ktondike in 1897 to enter the employ of Nels Petersen as master of the river steamer Eliforado, and later the Bonanza King, which were running from the head of navigation on the upper Yukon to Dawson City. Since his return from the Yukon he has been engaged as pilot on steamers running between British Columbia ports and Skagway, and has taken the Manauense, Wellington and other colliers to Juneau and Skagway from Ladysmith and Comox. When the U. S. S. Grant made her cruise along the Vancouver island coast a year ago to search for traces of the missing ships Andrada and Cape Wrath which were lost when bound to the Columbia during the gales of last year, Capt. T. W. Roberts acted as pilot. He leaves a wife and family of two children, resident in Victoria. Capt. Roberts was a very popular mariner and many friends in Victoria will be grieved to hear of his death.

CAPTAIN MCINTYRE

CAPTAIN McINTYRE.

Capt. James McIntyre, who was lost with his steamer Bristol, was 70 years of age, having been born in Scotland in 1832. He came to Victoria in 1854 as second officer of the East India ship Marquis of Bute, which was under charter to the Hudson's Bay company. He left the trading ship at this city, and from here went to the Golden Gate. At San Francisco be became imbued with the South Sea trading instinct, which was so prevalent at San Francisco in those days, and after a short stay

co in those days, and after a short stay in the Bay City he went to the Society islands, where he was engaged in trading for a number of years. In 1858 he bade farewell to the trader's hut in trad school of this city was a passenger he bade farewell to the trader's hut in the Southern Seas and returned to San Francisco. After remaining on shore for one year he resumed his seafaring life as master of the bark Ann Parry, cwned by Capt. George Chase. He remained on the Ann Parry for some time and then transferred his kit to the Massachusetts, which he sailed in many seas until 1866, when he left the employ of Capt. Chase to take command of the ship Revere, which has long since joined the Ann Parry and Massachusetts among the ships that have lived their lived Wer 200 company's offices in San Francisco, notifying the company seasure.

## **Rival Roads**

Forces of Great Northern and

of Copit Chase to take command of the saily Rever, which has in one with the junction of the elephone and make any the consense of the season of the elephone and make any the consense of the elephone and the elephone and make any the consense of the elephone and the elephone and make any the consense of the elephone and the eleph

be the low of the list of Rescue of Parsons.

Capt. Johnson of the Dispatch with fells of Rescue of Parsons.

Capt. Johnson of the Dispatch is the last of were received yesterday, but contain no more fells of Rescue of Parsons.

Miss Williams Very Nearly Miss.

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There is little new to tell of the wreck of the passenger steamer Walls Walla.

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### Trouble at Newchwang

British and United States Sailors

The Part of the Control of the Contr

Mr. Justice Glwyane of Supreme

Death of

A Judge

Court Bench Dies at Ripe Victoria and Vancouver Men

Sall on First Transport

For Africa. Injuries to Major Woodside Not. As Serious as First

Supposed.

Ottawa, Jan. 7.—(Special.)—Justice Gwynne, one of the judges of the Supreme Court of Canada, passed away at an early hour this morning in his 88th weeks, but occupied his position on the pench during the whole November term. Hou. John Wellington Gwynne was born at Castleknock, Ireland, on March 30, 1814. He graduated from Trinity college, Dublin, dame to Canada in 1832, was called to the bar in 1837. After practising at Toronto he went to England and studied at Lincoln's Inn. He then returned to Cauada, was created a Q. C. in 1850, was appointed a udge of Court of Common Pleas in 1868

and a Puisne Judge of the Supreme Court of Canada in 1879.