MANY WENT DOWN WITH STEAMER

Later Particulars of Loss of the Larchmont---Intense Cold Added to Horrors of Disaster.

Block Island, R. I., Feb. 12.—Only 19 out of an estimated total of from 150 to 200 persons survived in the sinking of the Joy line steamer Larchmont in Block Island sound last night, according to an estimate made at 2 p.m. today. Of the saved, eight were passengers, six men and two women, and the rest were members of the crew, including Captain McVey.

The Larchment, which was bound from Providence, R. I., to New York, went down after colliding with the schooner Harry Knowlton. The survivors reached this island in small boats. In the boats which carried the survivors were the bodies of several passengers who had

Frozen to Death

during the long and perilous trip from the wreck to the land.

It was impossible this afternoon to fix the number of those lost. Captain McVey estimated the number of passengers at 150 and the crew at 50. On the basis of these figures the number of those who perished was placed at 181. The bodies of the victims of the disaster are being washed ashore constantly. By noon 18 had been taken from the water.

The collision between the Larchmont and the schooner occurred at 10,45 last night about three miles off Watch Hill, R. I. The Harry Knowlton, which was bound from South Amboy for Boston with coal, foundered a few hours after the accident, but Capt. Frank T. Haley and the crew of six men escaped in a small boat and reached shore at Watch Hill.

According to Capt. McVey of the Larchmont, the steamer remained afloat barely ten minutes after the collision. Boats and rafts were

Hastily Launched,

and in them passengers and crew waged desperate battle with the high seas and strong gale. The night was extremely cold, and many died from freezing. Five boats and four rafts, carrying 19 survivors and the bodies of 11 dead, reached here after a frightful experience lasting from the time of the accident till noon to-day.

Among the passengers known to have been saved are: Mannot Cook, Antonio [illegible], Oliver Janvier, Fred Heirgsell, [illegible]ony Heidel, Frank Riley.

[illegible]e survivors of the crew included: [illegible] W. McVey, captain of the steam[illegible]; James Stable, quartermaster; Jas. [illegible]n, waiter; Louis McFarland, waiter; [illegible]tin Liebert, fireman; John Poland, [illegible]man; Oscar Young, purser; Edward Carroll, assistant purser, Providence.

Survivors expressed the opinion that all on board the Larchmont had secured places in boats or rafts, but that many of the boats were swamped and many persons were swept away by the seas, or had fallen overboard while they were leaving the wreck.

Tried to Avert Collision.

Block Island, R. I., Feb. 12.—The Larchmont, a sidewheel steamer, which was only put into the Joy line service during the present season, left her dock in Providence last night with a heavy cargo of freight and a passenger list estimated at from 150 to 200.

When abeam of Watch Hill the schooner Harry Knowlton was sighted. She had been bowling along on her course, when she seemed suddenly to luff up and head straight for the steamer. Several blasts were sounded on the steamer's whistle, the pilot and quartermaster at the same moment whirling the wheel hard a port in a mad endeavor to avert a collision. But as the Larchmont was slowly veering around in response to her helm, the schooner sailed on with a speed that almost seemed to equal the gale that had been pushing her towards Boston. Even before a warning signal could be sounded on the steamer's whistle the schooner crashed into the port side of the steamer and the impact of the big vessel was so terrific that the big clumsy bow of the sailing craft ploughed its way more than half the breadth of the Larchmont.

The Passengers.

Providence, R. I., Feb. 12.—Among the passengers known to have been on the Larchmont were: Rev. Phillip Maufie, pastor I. M. E. church, Providence; Frank Wilson, drug clerk, Providence; Harry Feldman, New York; Mrs. Feldman, New York; Mr. and Mrs. Samuel Paul, Pawtucket; Mathilda Paul, 15, Joseph Paul, 11, Woonsocket; Claud W. Lynd, tailor, Providence; Fred H. Mooney, 35, jewelry salesman, East Providence; Mrs. G. Wilson, Providence; Antonio Lantinneti and Cardiero Merido, musicians of this city; Joseph Mulligan, of Brooklyn; R. H. Perkins and H. Pullen, both of Boston. The Paul family were going to New York to attend the wedding of a son there.

Block Island, R. I., Feb. 13.—The harvesting of the bodies of the victims of the steamer Larchmont, which sunk in collision with the three-masted schooner Harry Knowlton late on Monday night in Block Island sound, proceeded slowly and with difficulty along the icy shores of the island during the night and early part of to-day, owing to the darkness.

Up to 8 o'clock this morning

Fifty-one Bodies

have been gathered in by coast patrols and vessels sent to the scene. The list of survivors still stood at 19.

Identifications have been made of five more up to daylight, bringing the number of identified dead up to eleven.

The list to date of the known dead is: Stewart J. B. Harrison, Brooklyn, first assistant engineer; Jasper Hest, Albany, N. Y., assistant engineer; Edward Logan, Providence, R. I.; Waltham Jacob Zadmus, Patterson, N. J.; Walter George Smith, Providence; J. H. Eckles, passenger, Block Island; K. Neilson, Providence; Hall (colored), residence unknown; Moses Fountaine (colored), waiter, residence unknown; Harry A. Apple, farmer, Block Island.

Purser Oscar Young, of Providence, still maintained to-day that there were

125 or 150 Passengers on Board

the steamer when she left Providence for New York, and most of the survivors who were able to express an opinion were inclined to support his figures rather than those of Captain G. W. McVey, of the Larchmont, who estimated the number of passengers at from 50 to 75.

From one of the surviving officers it was learned that the Larchmont carried a crew of 40 men, of whom only ten are accounted for. This means that out of a total of from 150 to 200 persons on board the Larchmont, nine passengers and ten sailors have survived.

Their Condition is Pitiable,

but two physicians who had been in almost constant attendance upon the sufferers express confidence early today that none of the rescued are likely to succumb.

One of the ship's officers stated that the Larchmont carried eight lifeboats and four rafts. At 8 o'clock it was believed that five of these boats had been accounted for and one raft. The survivors number only tow women. Mrs. Harris Feldman, and Miss Sadie Gallup of Boston.

During the night the coast guards from the two life saving stations, aided by many citizens, patrolled the beaches on the watch for bodies. It was

Difficult to Locate the Corpses

in the dark. In nearly every instance they were tumbled in by the breakers incased in a coffin of ice several inches thick. In this way they were placed on the shore awaiting identification.

A liferaft with seven bodies was picked up yesterday by the schooner Clara E. of this port after a cruise along the coast. A piece of the after deck of the steamer was also picked up. Mr. and Mrs. Feldman and a dead man, all that remained of sixteen who had sought refuge on the frail support.

Little hope was felt that the occupants of the missing lifeboats and rafts had survived the fearful cold which had moderated but slightly during the night.

The grim factors of norror painted by the survivors were relieved by the touches of

Heroism and Self-sacrifice

on the part of the crew and some of the passengers.

Nearly all the surviving passengers interviewed agree that the crew and officers behaved well. With the first shock and the inrush of water and the escape of steam from the broken main steam pipe, Captain McVey realized the scope of the accident. The crew were called to quarters, each man springing to his station as the call to desert the ship was given.

Panic Stricken Passengers

aroused from sound sleep rushed wildly on deck and mobbed the boats and rafts, men and women holding each other fearfully, forgetful of all except the primal instinct to save oneself. The crew fought off the crowd resolutely, though hard pressed, and provided for the women and children first. Some of the male passengers recovered from their first fright and assisted in the work. Many never reached the deck. They were suffocated below in their quarters by the steam or

Drowned Like Rats in a Trap

beneath the deck. Within ten minutes the boats were away from the ship's side just as she settled low in the water with waves washing over her and flooding every available foothold.

Purser's Story.

Providence, R. I., Feb. 13.—Up to 10 a. m. to-day the names of 125 persons who were on board the steamer Larchmont when she sank in Block Island Sound on Monday night were known. Of these 19 are known to have survived, 11 are among the dead, their bodies having been identified, and 95 are missing. Of the identified dead seven are members of the crew and four passengers. Of the survivors ten are members of the crew and nine passengers. Of the missing, twelve are members of the crew and eighty-three passengers.

Purser Young can tell only a disjointed story. He was below in his room with his assistant, William Carroll, going over the freight bills, when the shock came. He hurried to the deck, only to be caught in the indescribable confusion. Seeing that he could do but little he ran below again to find nearly all the rooms and the saloon filled with steam from the boilers. Passengers rushed out of their staterooms half dressed or with only their night clothing on. The water was rising rapidly and soon the beds of the saloon decks were afloat. Young again rushed up on the deck. The rising water caught many of the passengers, who were unable to force their way up the already crowded stairs. A number perished with the first inrush of water.

Newspaper men rarely have encountered such difficulty in getting a connected story of the horror, the minds of the survivors being effected by the privations and terrible scenes.

An Unlucky Ship.

New York, Feb. 12.—The Larchmont has figured in a long list of mishaps since she entered the service of the Joy line. They began on September 4th, 1902, when the Larchmont was on fire in the Sound. Her 200 passengers were in a panic, but the crew fought the fire successfully so that the steamboat reached New York without casualties.

On January 24th, 1904, the Larchmont ran ashore off Prudence island. Two weeks later she went aground again in Narragansett bay. There were 150 passengers on board at the time and they were thrown into a panic, as the vessel ran high and dry off Warwick light.

The Larchmont collided with and almost cut in two the lumber laden schooner D. J. Melanson, on October 12th, 1904.

Fire threatened the Larchmont on January 11th, 1906. Defective electric light wire insulation, it was alleged, caused a blaze that created great excitement among the 200 passengers.

It was on the Larchmont that John A. Hart, an engineer on a tug belonging to the Pratt Oil Company, was murdered mysteriously on February 19th, 1905. Hart was found dead in a stateroom after all his money and valuables had been stolen.

REALTY MARKET STILL BUOYANT

FRUIT ACREAGE IS MUCH SOUGHT AFTER

Proposed New Tram Line Enchances Value of Cook Street Property--Sales Recorded.

The buoyant condition of the real estate market is still very pronounced. Each day the volume of inquiry grows greater and the demand is for land of every character both within and without the city limits.

Local investors are once again vying with outsiders in the desire for property. Many recent arrivals from the Northwest, and from as far east as Ontario, as well as local men, are at present traversing the island on the lookout for fruit acreage. The coming summer will see fruit growing and intensified farming developed on a hitherto unequalled scale, as far as Vancouver Island is concerned. Many of the agents in the city are at present subdividing acreage up country which w[illegible] very shortly be thrown on the market to meet an ever-increasing demand.

The value of land in the neighborhood of Cook street is rapidly rising. This is consequent upon a report which is rapidly gaining credence that the British Columbia Electric Railway Company intends in the near future to establish a car line to the cemetery; and this car line will run through Cook street. Wherever a car line is established the values of properties along its route advance by leaps and bounds. This fact has been recognized by investors who have tentatively secured the land and it is fully expected that extensive building operations will ensue in that neighborhood immediately.

Among most recent transactions in the realty market has been the purchase of a residence on the Craigflower road. This has passed into the hands of a Winnipegger for a sum of $4,500. A. R. Wolfenden, accountant of the B. C. Land and Investment Agency, is the purchaser of two lots on the Esquimalt road. These lie along the tram route, and it is expected will increase in value with the development of that important section.

The following sales are also reported: Two and a half acres on Burnside road; five business lots on Pembroke and Store streets; two lots in the Finlayson estate; house and lot on Henry street; and a house and lot on upper Pandora street. Two lots in James Bay district realized $1,900; a house and lot on First street was purchased by an outsider for $2,500.

Latimer & Company have opened up a real estate and insurance business at 16 Trounce avenue.

TURKISH ADMIRAL DEAD.

Passed Away After Disagreement With His Superiors.

Constantinople, Feb. 11.—The recent mysteriously sudden death of Vice-Admiral Hairi Pasha is occasioning much comment. He had just been appointed chairman of the committee which is to examine the battleship Assar-I-Tewfik (built in France and launched in 1870) after her modernization and rearmament at the Germania works.

Three days later an officer visited Hairi Pasha and said it was decided to cancel the appointment. The admiral refused to acquiesce in the cancellation order and a few hours later he was dead. Hairi Pasha was 60 years old and prior to his death he was apparently enjoying the best of health.

SUDDEN DEATH.

New York Broker Dropped Dead After Purchasing Tickets for Theatre

New York, Feb. 13.—Ashton Lemoine, of Tams, Lemoine & Crane, yacht brokers, fell dead in the lobby of the Bijou theatre last night. He asked for two orchestra seats and was just turning away from the box office when he fell. His head struck the marble tiled floor. Mr. Lemoine was very well known among yachtsmen and Princetonians and in Wall street. He is said to have been wealthy.

THOUSANDS FOR THAW.

Pittsburg, Pa., Feb. 13.—Benjamin Thaw, Alexander Blair Thaw and Chalmers Darsie, trustees of a certain fund established under the will of the late William Thaw, have filed an account showing that Harry K. Thaw will receive $12,650.08 as his share for that portion of his father's estate embracing what is known as the "Coke trust" for the period between July 19th and November 1st of last year. Alice Thaw, the Countess of Yarmouth, and the other seven children of W. Thaw will receive a like amount from this source.

The average salary of professors at Dublin University is £530.

SHIPBUILDERS LOOK TO CANADA

AS A COMING FIELD FOR INVESTMENT

Esquimalt and Halifax Attracting Attention of Large Firms in the British Isles.

(From Wednesday's Daily.)

British papers at the present time are showing a decided interest in Canada as a shipbuilding rival of the old land. It is reported that various large firms engaged in that line of trade in Great Britain have had their attention directed to the field for development in Canada. In this connection both Esquimalt and Halifax have been mentioned, and the generous aid in the way of steel bounties offered by the Dominion government is urged by the British papers as a reason why the new field should prove a profitable one for building firms.

In the past the great difficulty in the way of inducing British capital to invest in this great undertaking in Canada has been the vast increase in the prices in this country as compared with the British Isles. It has been estimated that in the construction of steel vessels the difference went over 50 per cent. in price.

The Britisher who has experience in this line of business has, therefore, been slow to enter the Canadian trade in view of these facts, and it has been felt that a reduction in the cost of raw material and in labor in Canada would have to follow before he could successfully compete with the yards in the old land.

Halifax has taken a decided forward step in endeavoring to build up the ship building trade. The city, it is said, is prepared to expend half a million in aiding such an enterprise, and the Dominion government will assist in a liberal way with respect to necessary docks, where work could be done for government steamers required.

The Scottish Weekly Record, referring to steps taken in conjunction with this, says:

"Last year quite a number of people associated with prominent British firms both on the East and West Coast visited Canada, and renewed invitations are now being given to those firms. There is no dearth of money for this purpose, the object at present being to get the first move made.

"Thereafter the Canadians, like good scholars, will attempt to teach their masters, and, judging from the virile nature of the population, composed, as it is, of the cream of the Mother Country, they are likely to succeed.

"The subsidy offered is a tempting one in these days of keen competition, and it would seem that the first firm that snaps at the bait thrown out by the Canadian government, and establishes a shipyard at Halifax, will develop in all probability into a firm similar to Harland & Wolffe's, of Belfast.

"In our last issue we mentioned that Mr. Alex. Gracie, manager of the Fairfield firm, was in Canada, it being hinted by our special correspondent at Montreal that he was prospecting in connection with the docks at Halifax.

"It is now stated that a representative of the Messrs. Scott, of Greenock, has received an invitation to visit the Dominion. The straw indicates the way in which the wind is blowing.

"Just as we go to press we learn that Col. J. W. Harkom, who is connected with several of the largest engineering firms in Canada, is in Glasgow inspecting shipyards, etc., with a view to inviting representatives of leading shipbuilders in this country to visit the Dominion with the object of laying down yards there."

The development of the Pacific as a field for shipping has had the affect of attracting attention to Esquimalt as well as Halifax as a field for shipbuilding. The Dominion government generously offered some time ago to aid in the work of a floating dock that was planned for Vancouver, and would, it is expected be prepared to offer inducements should work be planned for the coast on a large scale. In view of all these circumstances, the British papers in calling attention to the opportunities afforded at Esquimalt and Halifax may not be far ahead of the times.

THE THAW CASE.

Re-opening of Trial Delayed Owing to Illness of Wife of Juror.

New York, Feb. 13.—The opening of the Thaw trial was delayed to-day owing to the illness of the wife of juror No. 11, Joseph Bolton. Mr Bolton asked permission to visit his home in the Bronx in company with two court officers and was taken there. Mrs. Bolton is threatened with pneumonia.

At 11.45 a.m. District Attorney Jerome and Mr. Delmas, leading counsel for Thaw, were called into conference with Justice Fitzgerald, after which the trial adjourned until 2 p.m.

Thaw was not brought into court this morning. He remained in the prisoner's pen, where he had a long chat with his wife.

Mr. Peabody, of the defence, said that it is the purpose of the defence to have Dr. Evans, the expert, who testified yesterday that Thaw was insane at the time of killing Stanford White, and for several months subsequent to the homicide, take the stand this afternoon for cross-examination. Dr. Evans will be followed by Mrs. Harry Thaw who, in view of the broader foundation of the prisoner's insanity laid by the experts, will be asked to conclude her story. Mr. Jerome had objected to her doing so on the ground that what she had to say was permissible only after the defendant was shown by competent testimony to have been of unsound mind. The western lawyer won his point over Mr. Jerome.

A married woman named Deive was seized with a fit at the graveside, and died almost immediately, while attending her brother's funeral at Newbridge, Wales.

CHEHALIS CASE.

One Witness Will Be Heard Here and Argument Will Be in Victoria.

With the exception of one witness to be examined in Victoria all the evidence in the Chehalis civil suit heard in Vancouver was in on Monday, and the further hearing was adjourned to Victoria on the 15th instant. The witness to be heard here is Mr. Lloyd, who is at present in the United States. Argument will be heard on the 20th in Victoria. At the afternoon sitting on Monday E. P. Davis, K. C., was absent from the court, he having received a telegram saying that his mother had died in the East. Joseph Martin, K.C., who had been indisposed at the end of last week, was back in his place again. W. J. Bowser, K. C., who is leaving for Salt Lake City on legal business, expects to be back in time for the argument in Victoria on the 20th inst.

There was little or nothing new in the evidence on Monday. In the morning Mr. Davis made an attempt to introduce some expert evidence, but Mr. Peters very promptly objected, pointing out that Capt. Walbran and Capt. Warren were sitting as assessors, and their presence made it unnecessary to bring evidence along that line. Mr. Justice Martin sustained Mr. Peters' objection.

THE CANADIANS SCORED TRIUMPH

TORONTO VOCALISTS VISITED NEW YORK

Appeared in Joint Concert With the Pittsburg Orchestra---Received With Enthusiasm.

New York, Feb. 13.—A musical event of importance and unusual interest was the appearance in this city last night of the Mendelssohn choir of Toronto of 220 voices, in a joint concert with the Pittsburg orchestra of 66 musicians.

The Carnegie hall was crowded with an audience which from first to last expressed its approval by marked enthusiasm. A. S. Vogt, as conductor of the choir, was given a most cordial welcome and shared the honors of the evening with Emil Paur, conductor of the orchestra. The work of the orchestra was familiar to and appreciated by last night's audience, but the singing of the Toronto musical organization, heard for the first time, came in the nature of a surprise, and was a decided triumph to Mr. Vogt's ability as a director. The choir impressed many as being one of the most thoroughly and carefully trained of any that has ever sung in New York.

Last night's concert was the first of the two arranged for the present visit of the choir and orchestra, the second to be held to-night. This is said to be the first time that a foreign musical organization of importance of the Mendelsshon choir of Toronto has united with an American organization in concert in this country.

PREPARING FOR BUSY SEASON

VICTORIA LUMBER CO. EXTENDING OPERATIONS

Will Cut Timber on Limit Near Union Bay---Importing New Locomotives.

Chemainus, Feb. 13.—E. J. Palmer, manager of the Victoria Lumber Co., is on a visit of inspection to the company's camp at Comox. The company have a large number of logs in the river above Courtenay, which the first freshet is expected to bring down to salt water. In addition to the two camps the company are operating above Courtenay, a third outfit will be put in operation during the coming season in one of their limits near Union Bay, a contract having been let to F. F. Williamson, of Seattle, to log that block. This will be done by railroad, and a Shay locomotive is now on the way from the East. Mr. Williamson is on the spot and active operations towards building the railroad and unloading docks, etc., have been commenced.

The company have another Shay locomotive also on the road from Lima, Ohio, for use in their operations at the back of Chemainus. These two engines are being delayed by the interruption of traffic on the eastern railroads, but are expected to reach the coast some time this month.

The company have just completed loading a shipment of British Columbia tooth-picks destined for the Far Eastern States, via Windsor, Ont. The shipments consists of twelve pieces 20 inches by 20 inches and 90 feet long. Three large flat cars were required to carry the order. This shipment is a wonderful illustration of the resources of Vancouver Island.

The six-masted barkentine E. G. Griggs, now laying in Port Townsend, will probably be fixed to load at Chemainus for the west coast of South Africa.

Dr. Casarielli, the Roman Catholic Bishop of Salford, has requested that ladies approaching the communion rails should not wear such large hats, as he has frequently been caught in the eye by the feathers.

MARPOLE AND HIS WORK ON ISLAND

New General Executive Assistant Explains at Some Length What the C. P. R. Has in View

A rew days ago the Times briefly outlined the information which R. Marpole of the C. P. R. gave out on his return to Vancouver with respect to the C .P. R.'s plans in the West, with particular attention to Vancouver Island. Mr. Marpole will now be known as general executive assistant, while he will be succeeded in the office of general suprintendent of the Pacific division by F. F. Busteed, who has been acting as chief engineer of the western line.

Mr. Marpole, in the course of an interview given on his return to the Terminal City, said:

"The building of extensions on Vancouver Island will likely be commenced this year, but as to the route of new lines, everything depends on the reports of surveying parties now in the field.

"Will Alberni be touched? Well, when we receive the surveys now in progress we will be in a position to determine whether the grades on the route will warrant the building of a line there or whether we shall have to go to some other point—everything depends on the practicability of grades."

"There is every possibility that the construction of the line from Eburne to New Westminster will be carried out," continued Mr. Marpole. "Surveys of the route have been made and right-of-ways interests are now being dealt with."

This line is nine and a half miles in length and runs along the northern bank of the North Arm of the Fraser river, traversing high lands which are reputedly excellent for agricultural purposes. Upon the completion of the line it will be turned over to the British Columbia Electric Railway Company for electrification and operation.

"Nicola extensions? Well nothing has been decided upon yet in regard to that work," said Mr. Marpole. "In the spring when all the snow is off the ground in the Nicola country, we will put a force of surveyors in the field. Of course the ground has already been gone over, but since former surveys were made local conditions have altered. Now provision will have to be made for the reaching of the sections where development of important mineral deposits is under way. I can make no definite statement regarding the extension of the Nicola line."

"With view of the fact that engineers on the ground find that the Alberni line can be run with a grade nowhere exceeding one and a half per cent., going by way of Cameron lake, it is not anticipated that the company will find any serious trouble on that score. The descent on the west side of the Beaufort range is not expected to give trouble. The drop is more sudden on that side than on the eastern approach, but engineers say it is only a matter of continuing the line a sufficient distance to get the proper grade. The continuation of the route along the western face of the Beaufort mountains will at the same time carry the line in the direction of Comox, where connection will be made.

The railway extension to Comox and Alberni by this route will add very materially to the scenic effects along the E. & N. in addition to tapping rich agricultural sections, which now are only developed to a very small extent, the summit of the Beaufort will be reached within full view of snow-capped peaks which feed some of the best fishing streams on the Island, Cameron lake, a charming outing place, will be brought within easy reach of Victoria, the projected line skirting along its shores for the entire length of this delightful body of water.

Touching upon his duties Mr. Marpole in the interview said:

"The large increase in the company's business at the Pacific coast end of our transcontinental line consequent on the wonderful development in the province generally, and also of the immense trans-Pacific and other through business, necessitates a rearrangement of the staff out here—indeed the necessity has been apparent for some time. The president has now fairly determined on this, and my promotion and appointment is the result. The changes will likely take place on March 1st. I shall, of course, continue to make my headquarters in Vancouver—perhaps I can add with some degree of pride, and I am sure with pleasure, to my many friends that in connection with these official changes I decided to remain in British Columbia from choice. I have been a resident of the province for nearly twenty-one years, and I am proud to say have made a host of warm comrades and friends—have always taken a deep interest in the progress and prosperity of the province generally, and firmly believe it will become in time the banner province of our great Dominion. As I often stated in interviews in the Far East—British Columbia has the finest climate and people in North America, and I know of no better climate in the world than that of Vancouver, New Westminster and Vancouver Island—Victoria in particular.

"Among my new duties will be the supervision of exploration and construction of new lines and extensions in the province—my old and valued friend H. J. Cambie, C. E., is to be attached to my office in a consulting capacity.

"As vice-president of the Esquimalt & Nanaimo railway I shall also take direct control and administration of the Esquimalt & Nanaimo land grant, relieving J. S. Dennis, assistant to the second vice-president and British Columbia land commissioner, whose headquarters, as you know, are at Calgary, and who has many and manifold and exceedingly important duties and responsibilities in the great Northwest provinces and Eastern British Columbia which now constantly demand his attention over there. By express direction of our president, Sir Thomas Shaughnessy, who indeed takes a very deep interest in the progress and development of Vancouver Island as well as in British Columbia generally, I shall make a special study of the best methods of exploiting and developing the undoubtedly great potential wealth and general possibilities of the Island—and as regards the land and timber of the E. & N. railway, I shall follow the lines already laid down by such a practical and able administrator as Mr. Dennis is so well konwn to be in such matters.

"Yes, the administration of the Vancouver townsite, together with the opera house, etc., and the company's extensive property in South Vancouver municipality, will continue in my hands.

"As the representative of the president and second vice-president in this province, I shall of course attend to such other duties as are specially assigned to me from time to time in connection with general executive matters and supervision."

DESTRUCTIVE SNOWSLIDE.

Number of Buildings Demolished—Woman Buried For an Hour.

One of the largest and most destructive snowslides ever known at Sandon came down over the lower portion of that town on Friday, destroying the hose reel house, a shack, James Wood's bakery and meat market, the Union hotel and a house adjoining.

Willing hands went immediately to the work of rescuing a woman who was imprisoned in the latter house. After one hour of very hard labor she was found under 15 feet of snow, so tightly packed that it had to be chopped out. Her life was saved by the wall, which fell, her body being lodged between two scantlings. The woman was taken to the hospital and will recover.

The Union hotel was closed on the 15th of January, otherwise there would have been a loss of life.

A number of other slides are reported from Sandon. The Bluebird mine slide came down taking out five towers of the Noble Five tramway right into Cody, taking everything before it. Five slides are reported opposite the Slocan Star mine, but no damage has been done. Both railways are blocked with bad slides.

VALUABLE PICTURES STOLEN.

Were Worth Eighty Thousand Dollars—Thieves Also Secured Jewellery.

London, Feb. 12.—The most sensational burglary since 1876, when Gainsborough's "Duchess of Devonshire" was stolen, occurred at Charles Wertheimer's residence in Park Lane last night. Several costly canvases, including pictures by Gainsborough and Reynolds, worth $80,000, were cut from their frames and carried off.

So roughly were the pictures cut from their frames that they have been ruined, even if they are recovered.

The thieves also secured a big haul of jewellery. The property stolen is valued at $175,000 in all.

DEATH OF A. W. CARSCALLEN.

Belleville, Feb. 12.—Alex. W. Carscallen, ex-M. P., who succeeded Sir Mackenzie Bowell in the Commons, is dead.

FOUNDING OF CITY OF QUEBEC

TRICENTENARY TO BE CELEBRATED NEXT YEAR

Proposal to Invite British, French and United States Fleet to Take Part.

Ottawa, Feb. 13.—A big delegation from the city and province of Quebec waited on the government yesterday and presented a petition asking the government patronage and a liberal contribution towards the tricentenary of the foundation of the city of Quebec, to be held in July, 1908.

The delegation said the celebration would cost $630,000. Quebec city would give $50,000 and the province $100,000. The idea was to make the celebration national, and have British, French and United States representatives and fleets present.

Sir Wilfrid Laurier promised to be their advocate in laying the request before the governor-general.

DECLARED A DRAW.

Los Angeles, Feb. 13.—The contest between Jack Sullivan, of Boston, and Jim Flynn, of Pueblo, before the Pacific Athletic Club last night, was declared a draw at the end of the twentieth round.

SUDDEN DEATH.

Toronto, Feb. 12.—Sheriff Davis, of Haldimand county, dropped dead in Cayuga.

EVENTFUL

Rounded the Horn Snow-storms-

(From Tuesday's Dai[illegible])

Completing a voyage of 2[illegible] the steam whaler St. Lawre[illegible] ed Victoria yesterday and s[illegible] the inner harbor and moore[illegible] Grant's wharf near the Vic[illegible] ing Company's offices at 5 p. [illegible] the best and strongest ves[illegible] size afloat. She will be purch[illegible] Captain Balcom by the Pacif[illegible] Company and will be operat[illegible] junction with the Orion.

In the command of Captain [illegible] with a crew of 11 hands, the [illegible] rence left St. John's, New[illegible] on the 22nd October. Until [illegible] San Diego, her last coaling p[illegible] weather of every description [illegible] perienced. She came through [illegible] age, according to Captain Ro[illegible] lant style, and in the heav[illegible] was as safe as a lifeboat.

After leaving St. John's the [illegible] of call was Fayal in the Azor[illegible] there she went to St. Vince[illegible] Cape Verde Islands, where sh[illegible] coal. Up to this time heavy [illegible] been experienced and an [illegible] gale, but the little vessel [illegible] nificently over the Atlantic.

Coming from St. Vincent [illegible] for Monte Video, which she [illegible] the beginning of December. [illegible] voyage across she again en[illegible] rolling seas. At Montevideo [illegible] mained for some days fill[illegible] bunker coal. Shortly after [illegible] from that port she drove righ[illegible] teeth of a heavy gale. It w[illegible] time and the gusts of wind bl[illegible] and fiercer. The gale [illegible] throughout the night and d[illegible] early hours of the morning. [illegible] Lawrence rode splendidly thr[illegible] night. At daylight she sig[illegible] spoke the American steamsh[illegible] Maria, a two-funnel vessel of [illegible] which had put out from Monte[illegible] same time as the whaler. T[illegible] Maria had been subjected to [illegible] buffeting by the fierce weat[illegible] had rolled and pitched to su[illegible] gree that the captain ordered [illegible] of the cargo to be jettisoned. [illegible] served in no degree to mitigate [illegible] tress, and when the St. Lawre[illegible] her, she was putting back to [illegible] video, unable to ride through [illegible]

Meanwhile the little whaler [illegible] ed on her way undistressed by [illegible] lence of the surging seas. She [illegible] tered the Straits of Magellan [illegible] perienced heavy weather and [illegible] ed off Sand Point. After [illegible] there a few days she resumed [illegible] age in the midst of a snow[illegible] On reaching Chilloaka harbor [illegible] chored for a day and then we[illegible] Isthmus harbor. From here [illegible] until reaching Maine harbor [illegible] countered gale after gale [illegible] heavy snow storms, and den[illegible] of fog. After anchoring in Ma[illegible] bor, the weather cleared some[illegible] the crew spent an enjoyable [illegible] hunting. The harbor was a[illegible]

THE CONFERENC[illegible] AT THE H[illegible]

WILL BE CONVENED [illegible] EARLY [illegible]

Professor de Maartens is at[illegible] in London Interviewing C[illegible] Ministers.

(Associated Press.)

London, Feb. 12.—Professor [illegible] tens, who has arrived here [illegible] ance of his mission to canvass [illegible] timent of the powers relativ[illegible] programme of the coming se[illegible] The Hague conference, confer[illegible] terday with Sir Edward Grey, [illegible] tish foreign secretary. This [illegible] followed by conferences with S[illegible] Campbell-Bannerman, and it is [illegible] ed also with Mr. Reid, the [illegible] States ambassador.

Prof. De Maartens told the [illegible] ed Press that as a result of hi[illegible] ies the date of the meeting [illegible] Hague conference will prob[illegible] fixed for June 15th, with sessi[illegible] ing two months.

RUN DOWN BY STEAM[illegible]

Schooner Foundered But All H[illegible] Believed to Have Been S[illegible]

(Associated Press.)

New London, Conn., Feb. [illegible] schooner Harry Knowlton, co[illegible] Capt. Haley, South Amberv[illegible] ton, was run down off Wa[illegible] Rhode Island, early to-day b[illegible] known passenger steamer bou[illegible]

The schooner was sunk, but [illegible] derstood that all hands were s[illegible]

It is said that the steamer [illegible] on its way without stopping [illegible] collision.

FATAL FIRE.

One Man Killed and Several I[illegible] Philadelphia.

Philadelphia, Pa., Feb. 12.—[illegible] was killed and several injured [illegible] which started in a four story [illegible] in South Third street to-day. [illegible] began in an upper flat and [illegible] spread to adjoining property, [illegible] soon under control.