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-SIMILE
SIGNATURE
OF
C. H. Fletcher
IS ON THE
WRAPPER
OF EVERY
BOTTLE OF
ASTORIA

is put up in one-size bottles only. It is in bulk. Don't allow anyone to sell it to you unless you see the name of C. H. Fletcher on the wrapper. See that you get C. H. Fletcher's.

C. H. Fletcher
is an
expert
wrapper
in
the
city
of
Victoria,
B. C.

Forelock
is the wise farmer the necessity
of
the
Cut Worm
40c. per lb. at our store.
OPEN
ALL
THE
TIME
Victoria, B. C.

& CO.
Victoria.

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It!

The cut price sale of our hot weather specialties of Canned Goods is like picking up money. You can't afford to pass it by. Foremost regret by buying now. The regular price of these goods is 25c. tin.

DUES' CORNED BEEF, 2 lb. tins, 25c.
DUES' ROAST BEEF, 2 lb. tins, 25c.
DUES' BROWN, 2 lb. tins, 25c.
DUES' PIG'S FEET, 2 lb. tins, 25c.
DUES' MITTENS, 2 lb. tins, 25c.
DUES' KIDNEYS, 2 lb. tins, 25c.
DUES' MINCED COLLOPS, 2 lb. tins, 25c.

SI H. ROSS & CO.,
CASH GROCERS.

IFICATE OF THE REGISTRATION
OF AN EXTRA-PROVINCIAL
COMPANY.

"COMPANIES ACT, 1897."

we hereby certify that the "Columbia Hydraulic Mining Company" has this day been registered as an Extra-Provincial Company under the "Companies Act, 1897" to carry out all or any of the objects of the company, to which the legislative authority of the Legislature of British Columbia is hereby conferred to issue of its head office of the company in the City of Seattle, State of Washington, U. S. A. the amount of the capital of the Company is \$100,000, divided into 1,000,000 shares of \$1.00 each. The office of the Company in this province is situate at Atlin, and A. A. Johnson, whose address is Atlin, is the attorney for the company. (The company is not empowered to issue of its stock.)

S. Y. WOOTTON,
Registrar of Joint Stock Companies,
following are the objects for which
company has been established:
The purpose of hydraulic mining,
mining and mining of all kinds
including, buying and selling,
reducing, milling, smelting and
treating ores and metals in heat, and
of prospecting for, and
all products derived therefrom and
of prospecting for, and
leasing, conveying, operating and
mining placer claims, and
mining property, and interests
in every kind and nature, and
of doing all things, transacting all
business, owning and acquiring all water
rights, and all other property,
real and personal, and all rights of
kind and nature, which may be necessary
to carry out each and all of the above
objects.

HATING BRINGS BODIES OF VICTIMS

Purser Bishop Places Number of Lives
Lost by Wreck of Islander at
Forty.

VERDICT OF CORNER'S JURY AT JUNEAU

Remains Brought Down Include Those of Mrs. J.
H. Ross and Child, Dr. Duncan and Capt.
Foote—Search For Missing.

(Special to the Times.)
Vancouver, Aug. 23.—Steaming Hating arrived at 10 o'clock this morning from Skagway. Five hundred people met the boat here, and many anxious inquiries were made. The only Islander passengers who came down was Lister Gill, of the Hudson's Bay stores here. He was struck by a plank, and his head is still bandaged as a result of the accident. He was in the water three hours when rescued.

Five bodies were brought down by the Hating, the remainder being buried at Juneau. The bodies were of Mrs. J. H. Ross and child, Mrs. Ross of California, Dr. Duncan and Capt. Foote.

Governor Ross started out from Dawson immediately on receipt of the news, and came down by the Hating to accompany the remains East.

H. H. Morris, of the Bank of Commerce, came down, but contrary to former reports he was not a passenger by the Islander.

Purser Bishop places the death list at forty, made up as follows:

Passengers—E. Mills, Mrs. Dr. Phillips and child, J. W. Bell, Dr. Duncan, Miss Kate Barnes, Mrs. Minnie Ross, A. W. Jerry, J. Dahl, M. J. Braclin, Mrs. Nickerson, Mrs. Ross and child, Mr. Keating, Arthur Keating, J. Keating, F. R. Douglas, F. Rekaite, Mrs. J. C. Henderson, H. T. Rogers, Wm. Meadows and N. Caspar.

Crew—Capt. Foote, H. Fowler, Miles Jacobs, Claude Burkholder, H. Porter, Norman Law, S. J. Pitts, three Chinese, Geo. Allan, A. Kendall, P. Burke, James Hatch, James Baird, Geo. Miles, a coal passer, name unknown.

The following bodies were recovered: Miss Kate Barnes, H. T. Rogers, Mrs. J. H. Ross and child, Dr. Duncan, Dorothy Phillips, Mrs. Minnie Ross, Joseph Dahl, two passengers, names unknown, A. W. Jerry or Jorg, Thos. Broden, Alf. Kendall, S. J. Pitts, Ah Yet, Chinaman, Miles Jacobs, Hugh Porter, P. Burke, Capt. Foote.

These make 19 out of 40 lost, 21 bodies are still missing.

An inquest was held at Juneau on the body of Dr. Duncan, and the following verdict rendered:

"We, the jury, empanelled and sworn in the matter of the inquest upon the body of Dr. J. A. Duncan, deceased, find that he came to his death on August 15th, 1901, by the wreck of the steamship Islander, and by the evidence produced we find that we can blame no one for the accident.

"Signed J. J. Beattie, foreman; John Olds, J. G. Davies, C. Goldstein, J. L. Osborne and R. P. Nelson."

Purser Bishop will probably come down by the Danube.

Search for the bodies is still going on. The marshal at Juneau has endeavored to capture Indians charged with looting bodies of the wreck victims.

In the above dispatch no reference is made to Louise McKay, the niece of Mrs. Ross, who was reported lost in the first reports.

(From Friday's Daily.)
LLOYD'S SURVEY

Representative Will Go North on Hating to Make a Report.

On the next trip of the Hating, which reached Vancouver to-day, two representatives, one of the C. P. R. Co. and one of Lloyds, will go north to Juneau

and there take into consideration the whole question of the salvaging of the sunken Islander. If Capt. Troup is able to get away from his manifold duties he will probably represent the company, while the representation of Lloyds will rest with Gardiner Johnson, Fowler, or Capt. J. G. Cox of this city.

Until these gentlemen have visited the scene of the disaster it would be idle to conjecture whether or not the vessel can be raised or the treasure which is in her safe brought to the surface. It is regarded as extremely improbable that either ship or treasure can be recovered, as forty fathoms is a depth in which it would be almost impossible, if not quite so, for a diver to work. Capt. Cox, of this city, who possibly will go north for Lloyds, thinks it very improbable that the ship can be saved or her treasure recovered.

Capt. Cox forwarded a preliminary report to his company shortly after the receipt of the intelligence of the disaster, and subsequently supplemented this regular report with a copy of the Monday morning extra of the Times, giving all the particulars then available. The report of the first officer to the Department of Marine and Fisheries will also ultimately reach the same company.

THE BURIAL
List of Those Who Have Been Interred at Juneau.

The following bodies were buried on Saturday last:

J. Dahl, passenger; T. Rogers, passenger; Miss Kate Barnes, passenger; an unknown passenger; S. J. Pitts, cook; A. Kendall, waiter; H. Porter, coal passer; Chinese boy helper.

On Sunday one unknown passenger and Burke, the oiler, were buried. These bodies were the first recovered, and hence could not be kept longer.

WILL BE BROUGHT HERE.
Bodies of Victims Buried at Juneau*Are To Be Reburied.

It is announced that the bodies of the victims buried in Juneau will be brought down to Victoria, as soon as arrangements can be made. The recovery of the remains immediately after the accident necessitated their temporary burial at Juneau.

MISSED THE ISLANDER.

Two Gentlemen Who Had a Narrow Escape Arrive in Nanaimo.

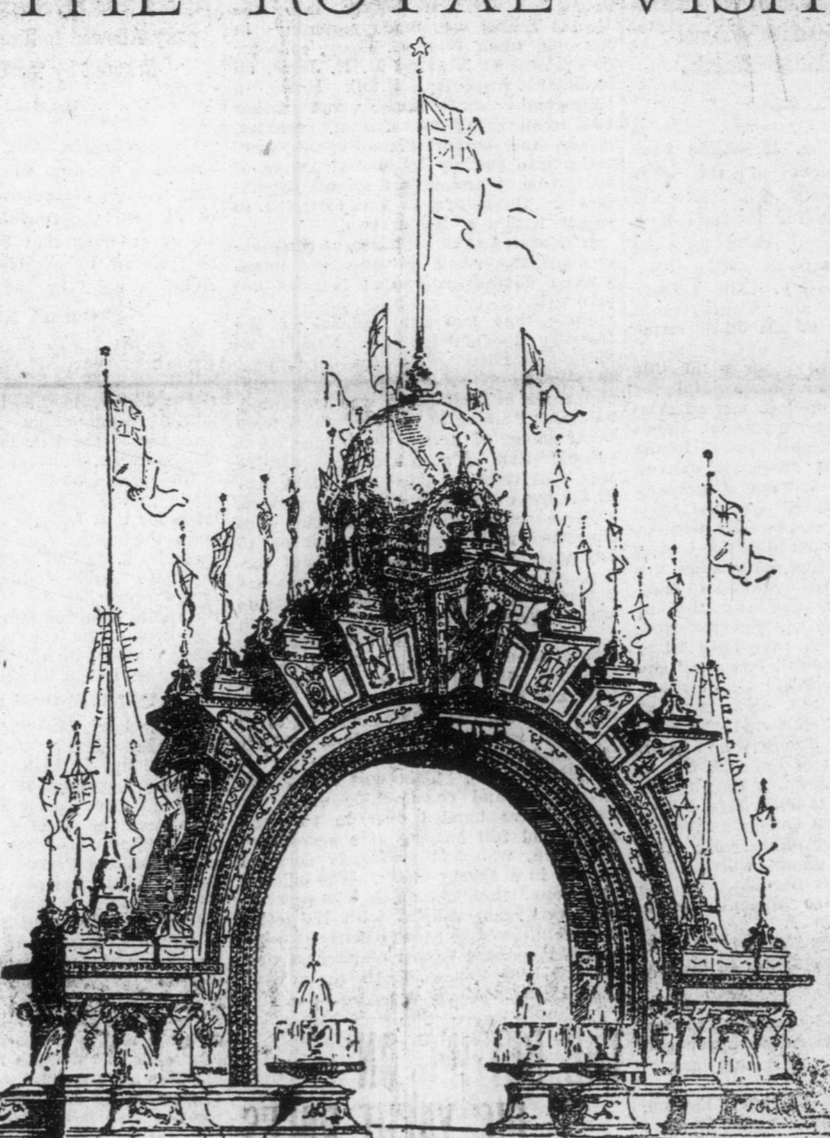
Messrs. R. T. McLeay and A. D. McQueen arrived in Nanaimo last evening from Alberni, where they have been inspecting the Hayes property, in which they are interested, says the Herald. Chatting at the Hotel Wilson to a representative of the Herald last evening, Mr. McQueen said that they had just missed the Islander when coming down from the north last week, and had come on by the steamer Queen. Mr. McQueen's hat, a wide brimmed felt, was used to take up the collection of \$300 on the wreck which was to be devoted to the relief of those unfortunate people who had lost everything in the wreck. Mr. McQueen went on from Victoria up the coast in the Queen City, and after visiting Alberni came through on the stage to Port Alberni. Both gentlemen had leave for Portland this morning, and will return later in the season.

POSSIBLY OTHERS.

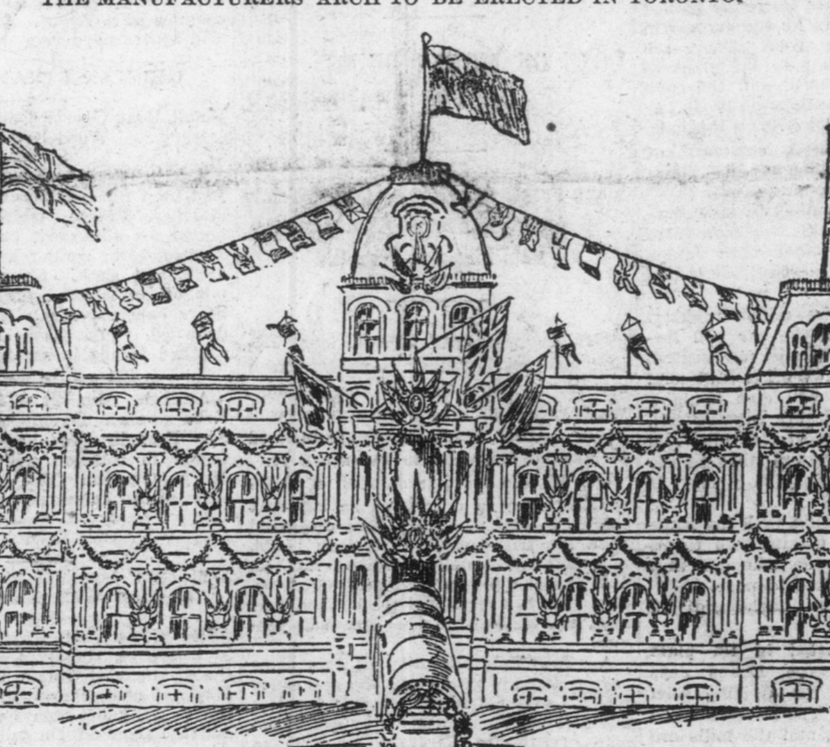
Two More Sound Passengers Believed to Have Been Lost.

Conjecture is still rife as to whether others whose names have not been published may have been among the victims. The Post-Intelligencer says: "The news of the drowning in the wreck of the Islander of Mrs. Kate Larkins, of Seattle, was brought to this city yesterday by A. H. Morrison, one of the survivors of the wreck. Mrs. Larkins went to Dawson about a year and a half ago, to search for her husband, who had gone to that city and is missing. The description brought down by Mr. Morrison of Mrs. Larkins was so accurate as to leave no doubt of her identity. She was a daughter of Mrs. G. A. Barnes and a sister of Mrs. Smith, who is a stenographer in the offices of Dr. G. Dun and Co. She was on her way home to start

THE ROYAL VISIT



THE MANUFACTURERS' ARCH TO BE ERRECTED IN TORONTO.



PROPOSED DECORATION OF MONTREAL CITY HALL.

The above represents the scheme of decoration suggested for the City Hall in Montreal upon the occasion of the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York. The hall, although larger than that of Victoria, resembles it somewhat, and the local municipal building would lend itself readily to similar adornment.

A business of her own with several thousand dollars, furnished by friends of her husband, who is thought to have perished in a snow slide.

The news of the accident reached the Governor telegraphically on the 16th, and the steamer Selkirk, which left on the same day with the gubernatorial party on board, steamed back to White Horse, which was reached in three days. Here a special train provided by the White Pass & Yukon Railway company awaited them, and they were rushed through to the Gateway City in time to catch the Hating down.

In an enclosed space in the lower deck of the Charmer lay the four bodies; first, that of Dr. Duncan, then that of Capt. Foote, Mrs. Ross, and last, of the little infant whose short life was so suddenly terminated. The bodies had been placed in metal caskets and hermetically sealed at Juneau and then in the pine outer caskets. Over all were thrown the Union Jack, and on that of Mrs. Ross and her children were bouquets which had been deposited there by Major and Mrs. Snyder, Dr. and Mrs. Sherwood, of Dawson, E. S. Basky and wife, of Skagway, and others. The remains were at once taken charge of by the undertakers and removed to the undertaking parlors, where they were identified and prepared for burial.

Among those who waited anxiously for the arrival of the vessel were Rev. W. Leslie Clay, B. A., who had been telegraphically informed by Governor Ross that he was coming, and asking him to meet the boat; Miss McKay, sister of Mrs. Ross, H. Hornbrook, brother-in-law of Capt. Foote; B. Gordon, E. Crow Baker, E. A. Jacobs and Keith Wilson, personal friends of Dr. John Duncan, City Engineer Dopp, T. Hooper and others who were intimate with Capt. Foote, and a great number who were present to show their sympathy.

A number went on board as soon as the vessel landed to tender their sympathy to Governor J. H. Ross. He was accompanied by Major Snyder, of the Northwest Mounted Police, and by Con-stantine J. Joyce, of the same force. With him also were his five motherless children. The news of the accident reached the Governor telegraphically on the 16th, and the steamer Selkirk, which left on the same day with the gubernatorial party on board, steamed back to White Horse, which was reached in three days. Here a special train provided by the White Pass & Yukon Railway company awaited them, and they were rushed through to the Gateway City in time to catch the Hating down.

The bodies recovered were those of Mrs. Kate Larkin, J. Rogers, Mrs. James H. Ross and child, Dr. Duncan, Dorothy Phillips, Mrs. Minnie Ross, Thomas M. J. Braclin, A. W. Jerry, Jno. Dahl, two men, names unknown, and the following members of the crew: Alex. Kendall, S. J. Pitts, Alf. Yet, M. Jock, H. Porter, P. Burke and Captain Foote.

WHERE THEY KILLED?
New Theory Regarding the Bodies Recovered Shortly After the Wreck.

The appearance of the remains brought down last evening on the Charmer, and the fact that they were picked up very shortly after the accident gives birth to a new theory regarding the cause of death in these instances. Every one of the four bodies which were brought over last night bear bruises about the face and head, even the infant, being thus marked. It is not unlikely that when the explosion to which such frequent re-

ference has been made occurred, that parts of the house or super-structure struck the victims, fatally injuring, or possibly killing them. A. C. Beach, one of the survivors, tells of being struck by a piece of wreckage which made an ugly gash in his throat, while those who picked up Dr. Duncan state that the blood was still flowing from his temple when the body was recovered.

A local medical man said this morning that this would explain the bodies floating, as the lungs would be full of air, instead of water, which would be the case where passengers were drowned. Those who were drowned, he said, would not rise so quickly to the surface.

THE FUNERALS.

Capt. Foote and Mrs. Ross Will Be Buried To-morrow and Dr. Duncan on Tuesday.

The remains of the late Barbara Elizabeth Ross and her year-old child, William McKay, were removed last evening from the B. C. Funeral Furnishing company's parlors to the home of the deceased lady's parents, Mr. and Mrs. John McKay, No. 4 Battery street. The funeral will take place to-morrow afternoon from her parents' residence to the Ross Bay cemetery.

The funeral of the late Capt. Hamilton R. Foote will leave his late residence at the corner of Cook street and Caldonia avenue to-morrow at 2 o'clock, and Christ Church Cathedral at 2.30.

The funeral of Dr. John Duncan will not be held until Tuesday at 2 o'clock from his late residence on Fort street, and at 3 o'clock from St. Andrew's Presbyterian church. J. Keith Wilson, executor of the deceased physician, has received a telegram stating that his brother, Dr. George, is en route here from Dawson. He also received word from Rev. W. A. Duncan, of Sault Ste Marie, that he was leaving there on Monday night. Rev. Mr. Duncan wired to Rev. Mr. Chas. Spokane to-day asking that the funeral be set for Tuesday.

THE PURSER'S REPORT.

H. Bishop Makes a Formal Statement to the Collector.

The purser's report to the deputy collector of customs at Juneau is as follows: "I have to report to you the loss of the British SS. Islander, H. R. Foote, master, with a crew of 62 men, registered in the port of Victoria, B. C., and owned by the Canadian Pacific Navigation Company, Limited. The accident occurred between Douglas Island and Admiralty Island on or about 2 o'clock a.m. Thursday, August 15th, 1901. The SS. Islander sailed with double bottom cutting through the port bow into the water-tight bulkheads, and into the bunkers. Cargo consisted of ballast and stowage, with one package of gold dust, forwarded by the Alaska Pacific Express Company. The Islander sailed on about twenty minutes after the collision with the ice."

MRS. ROSS'S IDENTITY.

Resident of Los Angeles—Kept Boarding House on Hunker.

A number of residents of the city were for a time of the belief that the Mrs. Minnie Ross, whose body was brought down, was a relative residing at Douglas, who was expected in Victoria this fall.

Authentic news of her identity received last night, however, show that it was another person altogether. The Mrs. Minnie Ross who was lost was formerly, with her husband, a resident of a point in California, in the vicinity of Los Angeles. They have for some time been keeping a boarding house on Hunker creek, and were on their way to the outside to spend the winter when the accident occurred. Both shipped on the Islander at Dawson, and were congratulating themselves that the worst part of their trip was completed.

When the accident occurred they both remained with the ship until she was sinking. They stood together, Mr. Ross states, on the stern of the vessel until the water rose to their feet, and then they stepped, hand in hand, off into the sea. Both had life preservers on, and would in all probability have been saved had it not been for the explosion. Both went under water as the explosion occurred, and possibly from the suction created when the big ship sank. When he came to the surface he look everywhere, and called loudly for his wife, but he never saw her again. He subsequently climbed on to a piece of wreckage, from which the boats afterwards rescued him. He is a man of about 35 or 40 years of age. His wife was a stout woman, of about the same age. They had no children.

WAITING AT JUNEAU.

Louisa McKay's Parents and Mr. Bell Remain Near the Wreck.

The news of the accident reached Dawson City on Friday morning and created a profound sensation there. In that city, as in this, the deepest apprehension was felt regarding many, whom subsequent developments proved to have been safe. It was those whose friends had left for the outside within the preceding two weeks in a state of acute anxiety, the first news received was that they had been recovered.

The deepest sympathy was expressed for Governor Ross. Mrs. Ross had been in the city but a fortnight and had therefore not had the opportunity of forming many acquaintances, but all who knew the chief executive officer of the district grieved with him over the double bereavement which had come to his home. A large crowd, including two members of the territorial council, accompanied him to the ship and proffered their parting sympathy.

Included in those too who accompanied the Governor were James McKay and Mrs. McKay, father and mother of the

beautiful young niece of Mrs. Ross, who also met her death in the accident. One of the sons of Mr. Bell who perished in the accident also came out on the Selkirk, and with Mr. and Mrs. McKay remained at Juneau in the hope that the sea will give them back their dead. If the bodies are recovered in the interval all three will come down on the next trip of the Danube.

Louisa McKay, the niece of Mrs. Ross, was accompanying her aunt to Victoria, intending to go to school here. Mrs. Ross herself, as previously told in the Times, was coming down for the purpose of purchasing furniture and furnishings for Government House at Dawson.

THE LOST TREASURE.

Estimate of Amount of Gold on the Islander.

Some difference of opinion exists as to the amount of gold on board the Islander when she went down. The estimate ranges from one-quarter of a million up to two million, while in some quarters the ill-fated steamer is said to have had one of the largest consignments of treasure yet brought out. Possibly the exact amount will never be known, as a number of individual fortunes were lost. Constable Joyce of the Mounted Police, who has been stationed at Dawson, says there were four boxes of bank gold containing 350 pounds each or a total of 1,400 pounds. Estimating it roughly at \$200 per pound, would bring the amount up to \$280,000. Then there were individual amounts such as that of Mr. Hart, some of which had been consigned to the care of the purser. Mr. Hart said on Sunday night that his grip contained \$25,000, and he understood that one of the unfortunates who were drowned had an equal amount. Probably the treasure on the steamer was something over \$400,000.

Constable Joyce says that among the passengers were Corp. Sherwin and Messrs. Cotter and Waller, all members of the Northwest Mounted Police, who were bound for the Northwest Territories. They succeeded in escaping, and got to Juneau. From there they sent word to Skagway of their escape, and the welcome news was telegraphed through to their anxious comrades. The three are in Seattle on their way to their destination. The first intimation of the accident was received by Judge Duggan.

WRECKAGE FOR MILES.

Steamer Hating Passed Through Great Quantities of Ice—No Explosion.

Captain Joseph Gosse, of the steamer Hating, who arrived down from Vancouver last evening, says he passed the scene of the Islander wreck on Wednesday morning. The shores at the entrance of Lynn Canal were then covered with wreckage for a distance of twenty miles, but there was nothing to indicate that the boilers of the ill-fated craft had exploded. In fact in the Captain's opinion there was no explosion on board, what appeared as such being the escape of air from the sinking ship. At Juneau part of the steamer's wheel, and other portions of the wreck have drifted ashore. People were out in many boats looking for the remains of those not yet recovered, but owing to the great depth of the water in the vicinity can do little more than scan the shore line in the hopes that in time the sea will give up its dead.

Purser Bishop has remained over at Juneau to represent the company there. He will direct the burial of all bodies that will be interred at that point, a meeting of the town council having decided that the expense of all the funerals should be borne by the company.

Before the Hating left for Victoria, Mr. Bishop and the agent of the company at Skagway compared their lists of the passengers, but could make out no others as having been aboard than those already accounted for.

Captain Gosse reports that there was a lot of ice in Lynn Canal when he passed the wreck, and that there always is considerable to be seen in the locality. The course which the Hating took on her return was, he states, identical with that of the Islander when she struck the ice floe.

NOTES.

Seattle papers state that Jos. Dahl, whose body was brought down, has been a resident of Eagle City for five years. Last Sunday was his fifty-fourth birthday, or would have been had he lived to see that day, and as he had been five years in the North away from his family, he had written in the spring that he would be home by that time to celebrate the anniversary with his family. Several months ago his son-in-law, Mr. J. J. Mossler, went to Eagle City to take charge of the business, relieving Mr. Dahl, so he could make the long anticipated visit to his home.

The late Mrs. J. H. Ross was a native of Prince Edward Island, and was 37 years of age. She leaves six children—two sons and four girls—the eldest about twelve. The infant which perished with her mother was a lusty little boy, who will be remembered by many who noticed him during his mother's three months' visit here prior to going to Dawson.

The Captain Foote leaves a widow and three children—two boys and a girl. Mrs. Foote refused to credit the news of her husband's death, firmly believing that he would return to her on the Hating. Even after his remains were brought, she wanted to identify them personally before believing the news.