

Legislative Assembly

The Proceedings Yesterday Were Somewhat of a Prosaic Character.

Introduction of the Timber Bill and Debate Upon the Same.

Questions by Members of the First Business—Trusts Corporation Act.

Friday, January 19, 1906. THE house convened at 2 o'clock, and after the reading of prayers by Rev. W. Baggall Allen, the following petitions were presented:

1. By Mr. Garden, on behalf of the city of Vancouver, asking for certain changes in the incorporation act of that city.

2. By Mr. Garden, on behalf of the city of Vancouver, asking for amendments in the False Creek Foreshore act.

3. By Mr. Manson, on behalf of Edgar Dewdney and others, asking to be allowed to introduce a bill for the building of a railway from Kamloops to Barkerville.

4. By Mr. Cameron, on behalf of J. A. Mara and others, for leave to incorporate the Pacific Coast Plate Glass Insurance Company.

5. By Mr. Evans, on behalf of E. G. Blackstock and others, for the incorporation of the Cowichan & Alberni Ry. Co.

6. By Mr. Brown, on behalf of the Grand Consolidated Mining and Smelting Co., for amendments to their act of incorporation.

7. By Mr. Garden, for permission to introduce a bill for the incorporation of the Kamloops & Yellowhead Pass Ry. Co.

8. By Mr. Macgowan, on behalf of D. Spencer and others, to incorporate the Pacific Coast Fire Insurance Co.

9. By Dr. King, to introduce a bill for building a road on the North Star branch to Cherry creek.

10. By Dr. King, on behalf of J. Breckinridge & Co., to be allowed to introduce a bill for the building of a railway along the St. Mary's river.

Mr. Brown asked the Hon. the Chief Commissioner of Lands and Works the following questions:

1. How many acres of land has the Columbia & Western Railway company had crown-granted to it under its Subsidy act of 1890?

2. Has any land been given to the company by crown grant during the year 1905?

3. If so, what quantity, and in respect of what section of sections?

4. How many acres under section 147 of the Assessment act, being a purchase of the right of way of the Columbia & Western railway through lot 1,612, G. L. Osoyoos district division of Yale district, which section is now being sold for the purpose of taxes.

Mr. Brown asked the Hon. the Chief Commissioner of Lands and Works the following questions:

1. How many licenses, under the Coal Mines act, have been granted in the district during the year 1905?

2. What was received for such licenses?

3. How Mr. Green replied:— 1. 1,440. 2. 1,524 acres under section 147 of the Assessment act, being a purchase of the right of way of the Columbia & Western railway through lot 1,612, G. L. Osoyoos district division of Yale district, which section is now being sold for the purpose of taxes.

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King David Is a Wreck

Eighteen Survivors Are Rescued From Bajo Point by Queen City.

Chief Officer and Six Men Who Went for Assistance, Believed Drowned.

Shipwrecked Men on the Beach for Over a Month—Sailmaker Dead.

Clayoquot, Jan. 19.—When interviewed today, one of the crew of the King David said: "We left Salinas Cruz, Mexico, in ballast last on October 1 and went along fairly well until we got off the Vancouver island coast, and then we struck a series of southernly and southerly winds, and were blown off our course. We finally drifted into Nootka on December 10, and in trying to beat out again struck Bajo Point. All the crew got ashore safely. The sailmaker, Donald McLeod, who is over 60 years of age, went insane when the vessel struck. After getting on the beach two men were despatched to find signs of habitation. Returning, they reported that there would be no steamers on the coast till the 1st of March. On hearing this, the mate started out with six of the crew for Cape Beale to get assistance, and nothing has since been heard of them. It is thought that they may have been picked up by the Pass of Melfort. On January 14 the steamer Queen City hove in sight and picked up our crew. Eight and a half men were rescued, but the sailmaker, who had never rallied, died aboard the Queen City and was buried at Quatsino."

When asked about provisions, he said they had been taken off the wrecked vessel. They were very thankful to see the Queen City looming up. One of the survivors aboard the Queen City is still very ill.

The King David was a steel vessel, rigged, built in Greenock, Scotland.

BRITISH ship King David, a steel vessel, owned by the Glasgow Shipping Company, was totally wrecked after driving ashore on Bajo Reef, off Nootka Sound, on December 13, and seven men are missing—Chief Officer A. Wallstrom, of Oxford, West Zealand, and six other men. The crew of the survivors eight days after the wreck in one of the ship's boats to seek assistance, but they were unable to do so. A settlement within eight miles at Friendly Cove, Nootka, and an attempt was made to reach it. After 12 miles sailing through open water to Clayoquot Sound.

If the theory held by the survivors is correct—and it is possible, if not probable—the missing chief officer and his boat's crew may have been picked up by the Bark Pass of Melfort. The missing seamen left Nootka Sound on December 21 for Cape Beale, but the vessel was wrecked at the destruction of Amphitrite Point on December 27.

The King David left Salinas Cruz, Mexico, on September 30—111 days ago. She was on the overdue list and quoted for insurance at the rate of \$100,000. She was over a month longer than the ship Brodick Castle, now loading lumber at Chemainus, occupied in crossing from Salinas Cruz to the shore on Bajo Reef, a broken line of rock, partly submerged, hence its name Bajo, the Spanish for "underneath," or "Sunken."

Runs Into Series of Gales After leaving the Mexican coast the King David had moderate weather for days, but with difficulty she passed, until when near Vancouver Island. There a series of southerly and southwesterly gales met her, and she was blown off her course. On December 10, she was driven to the northward by the prevailing winds. On December 11, she struck the Nootka coast, and when endeavoring to beat out to sea the steel ship brought up with a shock which broke her masts and rigging. The submerged rocks of Bajo Reef, for three miles Bajo Reef stretches seaward south of Bajo Point, and two miles from the shore, the vessel was on a rocky cliff, the great-while toted and the weather-borne sawing machines and rigging were blown down. The vessel struck at one time the Chief of the Nootkas.

When the ship struck the reef Capt. Davidson's hands to lower the boats, which were provisioned and the entire company reached shore in safety. The mate, who was over 60 years of age, became insane during the excitement following the wreck of the stout steamer. The vessel fell head down in the boats. It took two of the company of one of the boats to hold down the old man while the company landed at Bajo Point, a rugged part of Nootka Island, whose entire coast is stern and wooded almost from the water line and with an almost impenetrable undergrowth, mostly made up of ferns and mosses. The point in the vicinity of low water, although there are some Indian trails, would be difficult for a stranger to find.

Camp Made on Shore. After making a camp on the wreck, provisions were sent ashore to the beach, and it was fortunate that the survivors of the King David that this was done after a long search. The great steel hull into a wreck, for the unfortunate men were doomed to spend 33 days on the inhospitable rocks. The crew of the King David had never rallied, died aboard the Queen City and was buried at Quatsino."

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Victorian Has Narrow Escape

Commercial Traveler's Thrilling Experience at Denman Island.

Intoxicated Men Rescued From Certain Death—News of Texada.

From Our Own Correspondent.

NANAIMO, Jan. 19.—While crossing from Hornby to Denman islands yesterday in a small boat, Mr. Dobbie, traveler for the Victoria Chemical company, had a thrilling experience from death by drowning. He set out in a small boat and a heavy sea was running. The boat was blown half way across the channel the boat began to fill. He turned the boat for Denman island, but the sea was so high that he was unable to do so. He was rescued by a passing steamer.

While walking along the Esquimalt & Nanaimo railway track this afternoon Ellis Marshall averted a tragedy by removing an intoxicated drunken man who had been lying on the tracks. The man remained in this position a short time longer he would have been caught by the northbound train.

A Japanese employee at Extension mine was severely crushed between two coal cars this afternoon. He will die.

Prosperous Texada Island. The assertion made a few days ago by Manager Grant of the Marble Bay mine that Texada Island is richer than Rossland ever dreamed of in mineral wealth, was further confirmed today by an examination of Mr. Wm. Jack, a well-known mining man and a pioneer resident of Nanaimo.

Mr. Jack speaks in glowing terms of the rapid advancement in mining on the island within the past few months. He says there are now seven different companies on the island with the necessary capital behind them. The local government has struck a fine body of ore, and is vastly improving the quality of the development of the ledge proceeds. Other properties owned by the same company, the Copper Queen, Commodore, Van Andra and Comel, are showing up splendidly. The later mine is securing a cave and will shortly be bringing increased profits to its owners.

Rich Marble Bay Mines. The Marble Bay mines are also reported to be in a flourishing condition and exceeding the expectations of the management in richness of the ore now being brought to the surface. The more this property is developed the owners are becoming enthusiastic over it. A great deal of money has been spent in improvements lately. New lifts have been made, a new pithead constructed and a great quantity of piping laid and the shaft lowered to a depth of 150 feet. The lower the level the richer the mineral shows. This mine has copper, gold and silver in immense paying quantities. The mine also yields lime. The company is now building its own barrel factory on the premises for the shipment of the lime. The lime is shipped to New York and other American points, when treated by Mr. Morrow, who is very enthusiastic over the future outlook for the island, which he describes as a mass of the richest quality of many minerals. He says that the steamer is not delayed too long at the whaling station of the Pacific Steam Navigation Co. at Sechart, where she is to load a full cargo of whale oil and fertilizer.

The scene of the wreck of the King David was so thick in places as to almost stop the progress of the schooner, there was sufficient water. The reef lies eight miles to the westward of Nootka sound and three miles southward of Bajo point, and two miles north of Maquina point. The vessel had been surveyed. The reef was named Bajo reef, which in English means "underneath" or in other words, "Sunken."

Nothing was reported from west coast ports by correspondents of the Colonist to indicate the condition of the ship, other than the statement that she drove ashore and is a total loss. Capt. Davidson wired "Have left ship on Bajo reef. Coming on Queen City."

In what position the vessel was unknown, although it is stated by all who are familiar with the spot that any vessel which drove on Bajo reef would seal which break over that place in the winter months, and which seem to have been very frequent during the winter. The salvage steamer Salvor of the British Columbia Salvage company was kept with steam up yesterday and it was reported that the vessel was on the way to the scene of the wreck.

The King David's full rigged steel ship of 2,240 tons gross, 2,063 tons net, built in 1894 by Russell and company at Glasgow for the Glasgow King Shipping company, was owned by J. J. Moore & Co., managers. She had one deck of steel, wood sheathed, and two tiers of beams. She had a mainmast 100 feet high. The ship was 279.4 feet long, 42.1 feet beam and 24.2 feet deep. She was chartered by J. J. Moore & Co., and had on board the vessel Mr. Salinas Cruz before the Brodick Castle, which arrived three weeks ago and is loading cargo at Chemainus.

The recent completion of Cape Government against the inferior quality of apples sent to South Africa has led the fruit branch of the department of agriculture to set on foot a scheme for the importation of apples from the United States. Plans are being prepared by the department of public works for an additional purchase of houses in the present quarters occupied by the newspaper men and the extreme northwest end of the block in the direction over the lawn to the Speaker's quarters. It is expected that the new buildings will be completed in the near future. The opposition to the press gallery as well as Dr. Platt's staff.

The Colonial Secretary has advised the Governor-General that the Swedish consular affairs has instructed the Swedish consul at Montreal to take the case of a Norwegian candidate into further notice.

The Tariff Commission. After Hon. Raymond Prefontaine's general idea of the tariff commission will return to the maritime provinces for three meetings respectively, at a Halifax, Londonbury and Toronto. The final meeting will be held in this city.

Deputy Game Warden Lovelady will be instructed by the government to inspect the game laws in the Northwest Territories. He will be accompanied by Mr. Wm. Jack, a well-known mining man and a pioneer resident of Nanaimo.

The White Horse & Alek Railway company will ask parliament for an extension of time.

Incorporation will be asked next session for the incorporation of the Ashcroft, Barkerville & Fort George Railway. The Boundary, Kamloops & Cariboo Railway company will ask for an extension of time.

Incorporation will be asked for the Pacific Mountain Railway. The company will also be asked for the Twelve-Mile Power company to generate power on Twelve-Mile river, and to construct a line of power lines on the west side of the Yukon river opposite Dawson to the international boundary.

Infringed Alien Labor Law. Toronto, Jan. 19.—Wm. Holman Evans, manager of a life assurance company, appeared in the police court yesterday charged with violating the alien labor law by bringing in Albert Yooker, an insurance agent, from New York. The case was adjourned for next week.

Crow's Nest Reorganization. The Crow's Nest Coal Company are considering reorganization plans and it is expected that a scheme will be ready to lay before the shareholders at the annual meeting next month. The reorganization includes, it is understood, a bond issue and common stock to be exchanged for the present common, the exchange basis to be dollar for dollar in bonds and three shares of common stock. The bonds will probably be at five per cent.

Duties on Fruit. St. Catharines, Jan. 19.—At a largely attended meeting of the Niagara district fruit growers yesterday resolutions were passed asking the government to increase duties on a fruits and also requesting the establishment of an experimental fruit farm in the district.

Violated Fruit Marks Act. Trenton, Ont., Jan. 19.—For the violation of the Fruit Marks act a contesting the action James Coyle was fined \$50 and costs or thirty days in jail. Mr. Morrow, who is very enthusiastic over the future outlook for the island, which he describes as a mass of the richest quality of many minerals. He says that the steamer is not delayed too long at the whaling station of the Pacific Steam Navigation Co. at Sechart, where she is to load a full cargo of whale oil and fertilizer.

Schlusberg No More. Dread Russian Political Prison Has Been Closed. St. Petersburg, Jan. 19.—The Schlusberg state prison, in the fortress of Peter and Paul, which has been in operation since 1854, has been closed. The prison was practically emptied on the occasion of the publication of the amnesty decree last fall.

Niagara Conservation. Representative From Ohio Asks House to Secure Report. Washington, Jan. 19.—Representative Burton of Ohio has introduced a joint resolution asking for an early settlement of the controversy over the waters flowing over Niagara. The report is requested from the United States members of the international waterways commission.

Now Dominion News Notes

Cape Government's Complaints Leads to Prosecution of Fruit Growers.

Grand Trunk Pacific Company Anxious to Hurry Government Construction.

Proposed Re-Organization of Crows Nest Coal Co. Outlined.

OTTAWA, Jan. 19.—There is no elaborate programme in connection with the forthcoming visit of Prince Arthur of Connaught. The Prince is quite a young man and does not care for public functions as many as possible, therefore, he will travel incognito across Canada. He and his companions are expected to reach Victoria on March 10, after spending a few days there and at Vancouver; they will then go on to Banff for one day, Winnipeg for one day, Toronto one day, Ottawa two or three days, Montreal and Quebec each a day and then to Halifax, where they will sail for England.

Under the contract entered into between government and the Allan line, for the carrying of the trans-Atlantic mail it is provided that the Swedish mail is carried by the Victoria and Virginian, the company will receive \$5,000 a trip and for the Tunisian and Bavarian \$3,750. The vessel left Salinas Cruz before the Brodick Castle, which arrived three weeks ago and is loading cargo at Chemainus.

Prosecuting Dishonest Fruit Growers. The recent completion of Cape Government against the inferior quality of apples sent to South Africa has led the fruit branch of the department of agriculture to set on foot a scheme for the importation of apples from the United States. Plans are being prepared by the department of public works for an additional purchase of houses in the present quarters occupied by the newspaper men and the extreme northwest end of the block in the direction over the lawn to the Speaker's quarters. It is expected that the new buildings will be completed in the near future. The opposition to the press gallery as well as Dr. Platt's staff.

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"Fruit-a-Lives" also took a

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