ontrolled
By Canada.

Howling Because
annot Get the
kon Trade.

etitioned to Remove
nding Privilges
ough Alaska.

t of the United States has
d to immediately rescind
rivilege on merchandise
ports through the territory
ys the Seattle Post-Intelli-
Skagway Chamber of Com-
merce, sets forth that the
ds exported into the Brit-
from that port, during the
ending December 1, 1899,
value to $758,968; less than
f the value of all shipments
Pass. "In two years," says
er, "Canada has captured
cent. of the $5,000,000 trade
Yukon and this percentage
creasing."
n of the commercial organi-
agway citizens, a copy of
een submitted to the Seattle
Commerce with a view to
action, enters exhaustively
umstances under which the
ilege was conceded by the
s and gives cogent reasons
drawal. It is urged that no
ecessity ever existed for the
the privileges, that they have
the detriment of United
ests, that Canada has not re-
n the premises and in such
reciprocate has forfeited any
ight have claimed for the ex-
uch courtesies to her.
mmer of 1897, as soon as a
tes customs officer had been
Skagway, application was
n for the privilege of bonding
that port to Bennett, B.C.
thority, as the petitioners al-
puty collector of customs al-
pment of liquor to go through
ptember 14, 1897. Up to that
nited States had held all the
e Yukon. Since that time
en gradually slipping into
hands through the advantage
the bonding privilege.
ntages held by the Canadians,
ted by the Skagway Chamber
ce, are as follows:
the establishment of Cana-
n houses, backed by a brave
ounted Police, where all Amer-
not only pay duties on ex-
uations, but are subject to de-
as unreasonable as vexations.
By the United States treasury
of February 2, 1898, extend-
nada the privilege of bonding
ll the ports of Alaska.
By extension, by treasury
t instructions, of the bonding
on perishable goods, dated Aug-
899. An extension of which
ears to be no warrant in the

—By the further concession of
ury department on February 20,
ich does away with consular
es and allows duties to be es-
nstead of computed.
the United States had controlled
e trade of the Yukon valley up
the close of the 1897, under these
ncessions 15,000 tons of Can-
erchandise passed through Skag-
bond in the year 1898. During
half of the year 1899 the value
ed goods passing through that
$1,304,719, and the actual value
ast half of the year, $1,346,340;
total for 1899 of $2,851,340,
es not include the value of goods
at Dyea.
alue of American goods exported
nada from Skagway, from July
ecember 1, 1899, inclusive, was
3, or less than 33 per cent. of the
shipments over White Pass. In
rs Canada has captured over 67
t. of the $5,000,000 trade of the
Yukon, and this percentage is rap-
reasing.
eturn for this excessive and un-
ble liberality on the part of the
States," continues the petition,
a has not reciprocated in any way,
all things, from the passage of the
alien law to the conduct of her
s at this boundary, has thrown
ossible obstacle in the way of Am-
citizens and American trade.
regard to the bonding privileges, it
ine months before Canada made
ove to put in force reciprocal priv-
and then they were hampered
many vexatious restrictions. Her
would accept nothing but a cash
and the right to this was even re-
as late as last winter. Further,
merican citizen giving the bond had
urn to Dawson or to Victoria to col-
s cash deposit for the bond.
nada also refuses to allow liquors
bonded under any conditions, while
merican merchants and vessels not
make no profit of the bonding privi-
nd the unjust competition it enables
dians to enter into. Our laws en-
American goods to be stored in bond-
arehouses in Canada and returned
f duty. Canadian goods carried in
ian bonded warehouses have to pay
upon being returned to Canada.
many other respects are the cus-
regulations of the two countries op-
to any possibility of building up
nterior trade at this port, and our
ens, who have large vested interests
have to see the trade of the port
opolized by Canadians on account of
ill-advised liberality of our own gov-
ent."
e petition is addressed directly to the
ident of the United States, and is
ed for the Skagway Chamber of
merce by L. S. Keller, president,
S. G. Kaufman, secretary. The copy
to the Seattle Chamber of Com-
ce was read at the meeting of that
yesterday and referred to the com-
ee on Alaskan affairs.

WOMEN WHO WEAR WELL.

is astonishing how great a change a
years of married life will make in the
arance and disposition of many women.
freshness, the charm, the brilliance
sh like the bloom from a peach which
udely handled. The matron is only a
shadow, a faint echo of the charming
den. There are two reasons for this
ge, ignorance and neglect. Few young
hen appreciate the shock to the system
ough the change which comes with mar-
ge. Many neglect to deal with the un-
sant drains which are often consequent
marriage and motherhood, not under-
nding that this secret drain is robbing
cheek of its freshness and the form of
fairness. As surely as the general health
ers when there is derangement of the
th of the delicate womanly organs, so
ly when these organs are established
ealth the face and form at once witness
he fact in renewed comeliness. Half a
ion women and more have found health
happiness in the use of Dr. Pierce's
orite Prescription. It makes weak wo-
strong and sick women well.


# The Semi-Weekly Colonist.

FORTY SECOND YEAR. THE VICTORIA SEMI-WEEKLY COLONIST TUESDAY, JULY 3, 1900 VOLUME LXII—NO. 21


## No News From China

### The Fate of the Ministers Is Still a Matter of Conjecture.

### Russ a Wants the Ruling Voice in Settling With Pekin Government.

### Crew of U. S. S. Oregon Saved and Chances for the Vessel.

London, July 1.—(3:55 a.m.)—The total absence of news from China last night leaves the situation, especially the fate of the ministers, as obscure as ever, and the London news agencies are endeavoring to find light in other European capitals. One says that the Chinese legation at Berlin declares that there is every reason to believe that the powers are willing to accept the intervention of Li Hung Chang and others.

A St. Petersburg correspondent quotes the Novosti as stating that the Russian official view is that Russia must play the leading role in the suppression of the revolt, that her interests are supreme in Northern China and that she must have the ruling voice in the settlement with the Pekin government.

Reports from Rome are to the effect that the warships Vesuvia and Strombli have sailed from Venice for China. According to the clerical ordinance, the Vatican has received from the public missions in China telegrams stating that the Boxers are directed chiefly against the Protestant missionaries, who are known to rely on the armed intervention of their governments.

A special despatch from Rome says that Signor Crispi has been interviewed on the situation and that he has made the following statement:

"China is neither Africa nor India. Europe, which has never been able to impose herself upon the immense Chinese empire, the oldest civilization in the world, may yet awake the dormant lion. If China should arouse itself, all the resources of Europe would hardly suffice to conquer that race. The missionaries are responsible for all that may happen.

A special despatch from Shanghai, dated June 30, says that all on board the U.S.S. Oregon, which went ashore in the Gulf of Pechili, have been saved. There is some chance that the vessel may be floated.

### FOR VANCOUVER CELEBRATION.

Lieutenant-Governor and Ministers Will Attend—An Important Case.

From Our Own Correspondent.

Vancouver, June 30.—Mayor Garden received a telegram from Victoria to-day saying that Lieutenant-Governor Joly, Premier Dunsmuir and Messrs. Turner and Eberts will attend the Vancouver celebration.

A case of great local interest, the Bank of British Columbia vs. Oppenheimer, was concluded to-day. The action was by the bank against the executors of the will of the late David Oppenheimer for some $90,000 on notes made by the old street railway company and endorsed by D. Oppenheimer. The notes were given J. W. Horne for his stock in the company and afterwards turned over to the bank. The defence is that the notes were obtained in the first place by misrepresentation, Horne representing that the railway had cost $100,000 to build when it only cost two-third of that amount; and in the second place the bank held the notes merely as collateral, and further, the street railway company had not power to buy stock or to make notes in payment for the same. The jury deliberated four hours, returning a verdict favorable to defendants.

The executive committee of the celebration reported to-night that they had in hand $6,902, which will be sufficient to meet all appropriations.

Eight of Vancouver's first rifle team shot to-day, averaging over 95 points each.

### SPARTAN ASHORE.

Steamer Aground in the Middle of the Lachine Rapids.

Montreal, June 30.—The Richileau & Ontario Navigation Co.'s steamer Spartan ran aground in the Lachine Rapids shortly after 6 o'clock this evening. The accident was caused by the breaking of one of the rudder chains. Fortunately the break occurred before the worst portion of the rapids was reached. Capt. Batten, the pilot, was able to get the steamer over to the left side of Isle Heron, out of the main rapids, where she ran aground, keeling over on her side, in a swift current. There was great excitement among the passengers, as the boat drifted out of the rapids and struck bottom and listed, but they were speedily assured, and the difficult task of landing them began. At midnight most of the passengers had been landed and were en route to the city. It is said that the boat will be a total loss.

The last boat to run ashore in the rapids was the St. Francis, in 1883. No lives were lost, but the boat became a total wreck.

### FRENCH NAVAL BILL.

A Huge Increase in the Building of Warships.

Paris, June 30.—The chamber of deputies to-day adopted the clause of the naval bill amended so as to provide for the construction of six battleships and five armored cruisers, and appropriating 118,000,000 francs for building torpedo boats and submarine boats. This is an increase of five million above the amount asked for the latter classes.

### THE ARSENAL CAPTURED.

A War Office Despatch Tells of the Recent Fighting.

London, June 30.—A naval brigade of about nine hundred bluejackets and marines left Port Simpson this morning for China. It is intended to use them as a landing force.

The war office has received the following despatch from Col. Delward:

"Chee Foo, June 30.—The arsenal northeast of Tien Tsin was captured during the morning of June 27 by the combined forces. The naval brigade had four men killed and fifteen wounded, including two officers. The Chinese regiment had no casualties. The latter checked an attack by the Boxers on our left flank, with heavy loss to the enemy."

When the Chinese attacked Tien Tsin on June 21 Major Waller's United States command with 449 Russians, was ambushed three miles from that place. They were compelled to retreat, abandoning a three-inch rifle and a Colt gun, and losing four killed and seven wounded.

Washington, June 30.—The navy department has received a cablegram from Capt. Wyld, of Oregon, dated Chee Foo, yesterday, confirming the report that his ship grounded 50 miles from Taku. The Iris and another relief ship are now with the Oregon.

## Canadian Trooper's Death

### Shoots Him-self Through Heart Under Particularly Sad Circumstances.

### Colonel Otter Writes of the Good Work of the First Contingent.

Toronto, June 30.—The Globe publishes a letter from John A. Ewen, dated Kroonstad, May 19, in the course of which he gives the following incidents regarding the march up from Bloemfontein:

"An exceedingly regrettable incident in the march was the suicide of Trooper Owen, of the Eastern Townships. Owen lost track of his squadron a short distance outside of Bloemfontein, and it appears he feared being court-martialled as a deserter. The idea was utterly without foundation, but it appears to have fastened on his mind, with the result that, after writing a letter giving reasons for his action, he shot himself through the heart with his rifle. His comrades in "B" Squadron were much shocked on learning of his fate.

"Surgeon-Major Devine, of the First Battalion, Canadian Mounted Rifles, has been invalided and is now in Bloemfontein. Sergt. Ross, a trooper in the First Battalion and a graduate of Queen's College, Kingston, has been appointed to look after his duties. Dr. Ross was warmly congratulated by his comrades on his promotion. Among the patients under Dr. Devine's care at the moment are Lieut. Van Luven and "Gat" Howard. Lieut. Van Luven was slightly wounded at Scandrift, but recovered from that, when he showed symptoms of fever. The attack is very light, however, and he is now recovering. Howard was poisoned by a bad can of peas which was served at mess. He was decidedly sick, but shows signs of improvement."

Ottawa, June 30.—Hon. Wm. Mulock, postmaster-general, has received a letter from Lieut.-Col. Otter, commanding the first Canadian contingent in South Africa, dated Bloemfontein, May 11, where he had arrived for medical treatment of wounds received on April 25.

Col. Otter speaks in the highest terms of the postal service under Ecclestone, the Canadian postal representative.

Speaking of the regiment, Col. Otter says: "The regiment, though in good spirits, it woefully depleted in numbers by death, wounds and sickness, and while we had on landing in South Africa 1,040 stalwart men of all ranks, we cannot muster to-day 600 effective strength. No regiment in the army has had harder and, I think I am safe in saying, more fighting. How such has been performed it is not for me to say, but I must leave the verdict in the hands of the authorities and the public to determine. I can only trust that up to the present the record of the regiment has been satisfactory to those who sent us here. I know that we have striven hard to merit their confidence, and hope we have succeeded."

### GRAND FORKS.

Development on Yellow Jacket—Wellington Camp.

Grand Forks, B. C., June 28.—Hugh Cannon is doing extensive development work on the Yellow Jacket a promising claim in Brown's camp. It adjoins the Little Bertha.

The drift on the hundred foot level of the Hartford, in Wellington camp, has been extended one hundred feet and is still in ore.

A six foot ledge on the J. & S., in Wellington camp, is now being stripped. It is six feet wide, and it is reported that the assays average $50 per ton. It is the intention of the owners to quarry out the ore and make a shipment to the smelter forthwith. The principal owner is John Rogers. The claim adjoins the Hartford and Brandon and Golden Crown.

### THE FRASER.

Lillooet, June 30.—The river has fallen considerably since yesterday; been raining hard all day.


## A Woman in the Wild, Wild West.

(By David Dalziel.)

A story by a local author of a woman's experience in a mining town. For sale by all Booksellers in Coast cities. Secure a copy. Price 50 cents.


## National Council Of Women

### Something About the Aims and Objects of the Association.

### What They Accomplished Since Their Organization—Next Meeting Here.

The various paragraphs that have appeared recently in the daily papers, announcing the seventh annual meeting of the National Council of Women of Canada, which is to be held in Victoria during the last week of July, have drawn forth many questions with regard to the National Council, its organization, its aims and its accomplished work, to which a reply through the columns of the Colonist may not be unwelcome.

The National Council consists to-day of 22 federated local councils and 6 nationally organized societies of women. Toronto, Hamilton and Montreal were the first Canadian cities to organize local councils in November, 1893. Ottawa, London, Winnipeg, Quebec, Kingston, St. John, Halifax and Dartmouth, West Algoma, Victoria and Vancouver Island, and Vancouver followed their example in 1894. Regina, Vernon, Calgary, Brandon and Rat Portage organized councils in 1895; Charlottetown, P. E. I., and New Westminster in 1898; and East Pictou County in 1899. The national societies in affiliation with the National Council are the Women's Art Association, the Girls' Friendly Society, the Dominion Women's Enfranchisement Association, the Dominion Order of the King's Daughters, the Aberdeen Association, and the Victorian Order of Nurses.

The Local Councils of Canada represent no less than 315 different societies or associations of women, and one of their chief aims is to bring the various organizations of women in each city into closer relations with one another; but no society loses its independence by affiliation with the Local Council, or is committed to the principles of any other society. Toleration is, therefore, one of the first lessons learned by council work. Respect and sympathy by degrees replace ignorant prejudice, and before long women who differ widely from one another in their religious faith, in their political opinions and social life, find there is nevertheless such work of common human interest that they can prosecute together. Although much practical work has been achieved during the past seven years, the effect on individual character of the broadening influences of a wider knowledge has not been one of the least results.

Among the practical achievements of the National Council may be mentioned the introduction of manual training and instruction in domestic science into the public schools of Ontario; the appointment of women factory inspectors for factories and workshops, where women are employed, in Quebec and Ontario; the extension of the provisions of the Factory Act to the Shop Act in Ontario as regards the supervision of women workers; the appointment of women on the boards of school trustees in New Brunswick, and the amendment of the School Act so that they may be elected in British Columbia. It has organized cooking schools, and at Quebec is helping in the formation of a training school for domestic servants; it has organized in various centres boards of associated charities, such as the Friendly Help Association of Victoria; it has established hospitals, and has originated the Victorian Order of Nurses.

In 1897 the National Council of Women of Canada federated with the International Council of Women, the main objects of which are to provide a means of communication between women's organizations in all countries, and to provide opportunities for women to meet together from all parts of the world, to confer upon questions relating to the welfare of the commonwealth and the family. The International Council meets once in five years. Its second quinquennial session was held in London last year, and commanded much attention.

### CHINESE PROPOSALS.

France Not at All Likely to Fall in With Viceroys' Views.

Paris, June 30.—The attitude assumed by the morning papers towards the propositions of the viceroys of China is decidedly unsympathetic. The Figaro expresses astonishment at the conditions the powers are asked to accept, and says that, although the time is unpropitious for a thorough discussion of all the articles, it has no hesitation in saying that there is no chance that they will be accepted.

### TINO NEARLY CAUGHT.

Filipino General Narrowly Escapes From United States Troops.

Manila, June 30.—A week's scouting in Northern Luzon resulted in 50 rebels being killed and 40 wounded. One American was killed. Troops operating in North Iloilo have burned six of the barracks belonging to Gen. Tino's forces and captured Tino's correspondence. Gen. Tino with 200 of his men armed with rifles succeeded in escaping.

### BEGINS TO-MORROW.

Extensive Preparations For Vancouver's Celebration.

Vancouver, June 30.—(Special.)—To-day is a day of preparation for Vancouver's Dominion Day celebration; merchants are decorating their premises and the business portion of the city is being beautified with bunting and flags. The first sporting event will be the football match between Vancouver and Victoria, which will take place at 10 o'clock on the Powell street grounds; the procession will start at 11:30 on Hastings street, east of Westminster avenue, and it is expected that 500 school children will fall in line at this point.

### CUTCH AT VANCOUVER.

Brings a Passenger from Dawson and a Hundred Thousand Dollars.

From Our Own Correspondent.

Vancouver, June 30.—The steamer Cutch arrived from Skagway this morning with 70 passengers. The passengers brought down very little news, a great many are leaving Klondike for Nome, and when the Cutch left there were three steamers at Skagway booking passengers for Nome.

The Cutch is known to have brought down about $100,000 in treasure. From the fact that two or three passengers deposited gold to that amount at Pellew-Harvey's assay works, the biggest share of this gold belonging to J. Dumbleton, who is having it converted into drafts.

The passengers reported that the steamer City of Seattle was directly behind them, bound down with $200,000 in treasure.

### WANT HIM AGAIN.

Welland Conservatives Offer Nomination to Mr. McLeary.

Welland, June 30.—Welland Conservatives have offered the re-nomination for the Commons to William McLeary, M. P., who is considering the matter.

## Governor Now In Office

### Sir Henri Joly Presents His Commission to Members of Executive.

### No Opposition to Messrs Turner and Eberts At Bye-Elections.

Lieut.-Governor Sir Henri Joly yesterday formally read his commission to the members of the executive council in the presence of Mr. Justice Walkem, and is thus fully installed in his high office.

Contrary to general impression, Sir Henri did not require to take the oath of office on arriving in British Columbia. He was sworn in in Ottawa and the necessary entry made in what is termed the "oath book." In the case of a lieutenant-governor being sworn in in one of the provinces this book would be forwarded on from Ottawa, but as Sir Henri was at Ottawa when he was appointed, he took the oath there; therefore, it was only necessary that he should present his commission on arrival here. This he did yesterday, as told above.

Sir Henri, accompanied by Premier Dunsmuir, Hon. D. M. Eberts and Hon. J. Tolmie, left by the evening train for the City of Nanaimo, which sails at 8 o'clock for Vancouver, in order to be present at the Dominion Day celebration at the Terminal City. The party will probably be away until Wednesday evening.

Sir Henri expresses himself as greatly pleased with the appearance and interior arrangements of the parliament buildings. He will likely be quartered at the Driard hotel for a week or more.

* * *

At the bye-elections in Victoria city and South Victoria, which were set for yesterday, made necessary by the acceptance of portfolios by Hon. J. H. Turner and Hon. D. M. Eberts, there were no contests, and the two ministers were declared elected by acclamation.

But a small crowd assembled at the market building when Deputy Sheriff Siddal read the proclamation announcing Mr. Turner's return. The nomination papers bore the signatures of Dr E. B. Hanington and L. Goodacre, D. R. Ker, Ed. Bragg, J. Kinsman and T. J. Burnes assenting.

Only a small crowd assembled at the Royal Oak, where the returning officer announced Hon. E. M. Eberts' election by acclamation.

### BURDETT-COUTTS' CHARGES.

Discussion on the Subject in the House of Commons.

London, June 30.—When the House of Commons went into committee of supply yesterday, on the supplementary vote for the army medical service introduced for the purpose of debating the charge of hospital mismanagement in South Africa, Mr. Geo Wyndham briefly pointed out the governments defence. The disabled were exposed, he said, to terrible hardships but it was not due to any stinting of supplies, but to the insuperable difficulty of distributing supplies, of which there had been an embarrassing accumulation in South Africa.

Every demand of the government in behalf of the troops, he continued, had been complied with. The officials in South Africa said the hospitals had beds in excess of demands. There were 5,000 beds in Natal and 1,360 in Cape Colony. There were in South Africa 466 army and 440 civilian medical officers and 556 female and 5,668 male nurses, besides the doctors and nurses engaged locally.

Mr. Wyndham contended that to have given a true impression of the state of affairs existing, Mr. Burdett-Coutts should have painted a comparison picture, showing the difficulties encountered in supplying 75,000 troops on the march which was carried out practically under the conditions of a huge flying column. The single line of railroad, with bridges broken, he asserted, had to carry 1,020 tons daily by order of Roberts.

Mr. Burdett-Coutts replied that he repeated the charges already known and declared that a single day's train on the railway to Bloemfontein would have saved the situation. But, he claimed, the interests of the sick and wounded were postponed for interests which are not vital or strategically important. Many residences occupied officers, he said, might have been taken for the use of men who were dying. But presumably they were not taken because no medical equipment was available for them. There was not much use in the government giving the figures of supplies June 15th, when the tragedy was over. His point was that Great Britain was unprepared.

He thought the responsibility rested not with an individual, but with the system which was entirely inelastic and deficient.

Mr. David Lloyd George, Liberal, having declared that the government was trying to throw over the responsibility upon Lord Roberts and Lord Kitchener, whereas the fact was, he said that the troops had been sacrificed to political exigencies.

Mr. Balfour retorted: "I will not soil my lips by refuting a statement which is wholly untrue. From a member of the House to say that our soldiers have been unnecessarily butchered before our eyes to please a body of politicians at home is to say what the honorable member has said, but the opposition have found it impossible to strike a blow at the government without striking through Lord Roberts, and this is the real perplexity."

The supplementary vote was agreed to without a division.

### ROSSLAND ORE SHIPMENTS.

Rossland, June 30.—Shipments of ore for the last week were 2,165 tons, all of which came from the Le Roi. The shipments for the six months of 1900 ending this evening being 72,080 tons.

A force of men is now engaged in grading the railway, as fast as possible to the ore bins of the Josie and No. 1 mines, which are now called the Le Roi No. 2, as well as to the terminus of Gravity tramway, which is being constructed from the ore bins at the collar of the combination shaft. It has been discovered that only about one fourth of the Le Roi vein was taken out in the stopes, opened by the old company fully three-fourths remaining untouched. The whole width of the vein ranging from 40 to 60 feet is now being stoped out, although some difficulty is now being experienced in drawing the timbers and filling of the old stopes. The Nickelplate group, is now known as the property of the Le Roi No. 3. The ore bins with a capacity of 800 tons are being framed and the foundations excavated. The railroad spur has been extended to and beyond the bins, preparatory to shipments. The mine will be prepared to ship 250 tons of ore daily, as soon as the drifts on the 600-foot level have been extended under the ore chutes developed on the 200 and 400-foot level.

The ore chute in the ledge of the Joseph Letter has been struck in a drift from the cross-cut channel. There is three feet of ore, carrying pyrrhotite and iron pyrites. Appended is a statement of the shipments for the past week and year to date:

| | Week. | Year. |
|---|---|---|
| Le Roi | 4,165 | 52,088. |
| War Eagle | .... | 10,603 |
| Centre Star | .... | 7,017.5 |
| Iron Mask | .... | 1,434.5 |
| I. X. L. | .... | 296 |
| Evening Star | .... | 276 |
| Monet Christo | .... | 273 |
| Iron Colt | .... | 50 |
| Giant | .... | 42 |
| Total | 4,165 | 72,080 |

### SENTENCED TO DEATH.

Wholesale Murderer Has Been Found Guilty.

Stockholm, June 30.—The trial of Philip Nordlund, who on May 17 last, as the steamer Prinz Carl, on which he was a passenger, was passing Quick Sund, murdered seven men and wounded five others, a woman and a boy, was concluded to-day, and resulted in the prisoner being convicted and sentenced to death.

### MINNESOTA INDIANS.

Alarm Over the Situation Seems to Be Subsiding.

Winnipeg, June 30.—There is no fresh news from Rainy River, Minnesota, about the reported Indian troubles. The families of white settlers are greatly alarmed, but the Indian authorities do not anticipate any trouble.

### THOMAS TROUNCE DEAD.

Another of the Pioneers Who Came Here in the Fifties Passes Away at a Good Ripe Age.

The death occurred yesterday morning of another of the old-timers who came to Victoria in the days of the gold rushes of the fifties—Mr. Thomas Trounce. The old gentleman had just risen from his bed and was dressing when the fuse of his life gave out. He had been feeble for some time past. The death occurred at the family residence at 63 Menzies street. The funeral will take place on Tuesday afternoon at 3 o'clock.

The late Thomas Trounce was a Mason for the past thirty years of his life, and had risen in the order until he held the highest position attainable in the province—that of Grand Master of British Columbia. The funeral will be under the auspices of the A. F. & A. M.

The dead pioneer was born in Truro, Cornwall, and when of age he went to London, where he spent five years. Then he joined one of the stampedes of the argonauts of those days and went to Tasmania, practising his profession—that of a architect and builder—in the wake of the mining rushes. In 1848 he followed the gold-seekers to California, the then Eldorado, and ten years later came to Victoria. Here he followed his profession and was very successful, some of the well-known local buildings having been planned by him. The Bank of B. N. A. building, Pritchard House and other city structures are among his works. He was twice married, his first wife having died fourteen years ago. His second wife, Elizabeth Trounce, survives him. His only other relations here are his step-son, John Richards, and Mrs. McDonald. His other relatives are in Cornwall.

The late Mr. Trounce, who was a good type of an upright, sterling English gentleman, for three years held the position of councillor, or, as it is now designated, alderman. Under Mayor J. S. Drummond, who has gone before him, he sat at the council board in 1875-76; and under Mayor (now Judge) M. W. T. Drake, he sat at the board in 1877. A large estate is left.


### READ IT IN THE FACES.

This is the age of brain trouble, of heart failure, of paralysis and of body weaknesses. You can read it in the faces of the people you meet. Nervous diseases do not get well of their own accord. Regular and persistent use of Dr. Chase's Nerve Food is the only treatment that can be absolutely relied upon to stop the wasting process which saps vitality from the system. Dr. Chase's Nerve Food creates new, rich blood, revitalizes the nerves and permanently cures all nervous diseases. 50 cents a box.


## FIRE HORROR IN HOBOKEN HARBOR

### North German Lloyd Piers and Huge Steam Ships Burned With Terrible Loss of Life and Property

### Men Imprisoned Aboard the Blazing Vessels Piteously Wave for Assistance That It Was Impossible to Give.

### Many Find Death in the Water in Preference to Being Burned---Loss Estimated At Ten Million Dollars.

New York, June 30.—The four great piers on the North German Lloyd line, in Hoboken, were totally destroyed by fire this afternoon. The large passenger steamship Saale, the large freight and passenger steamer Bremen, and the Main, a large passenger and freight steamer, of the North German Lloyd line, were burned to the water's edge. The Hamburg-American line steamship Phoenicia, a passenger steamer, was also burned to the water's edge.

Campbell's storage warehouses, on the opposite side of the street, five big buildings in all, and each five stories high, are now blazing with intense fury and they are doomed. The loss at the present time is roughly estimated at $10,000,000. One of the Campbell warehouses alone was valued at $1,500,000.

The Kaiser Wilhelm der Grosse, which just came in to-day, was saved, though badly scorched at the bow. The Saale and the Phoenicia were towed down to the Jersey flats, blazing furiously and were left to their destruction.

An estimate of the loss of life cannot be given. Shortly after the fire started, a score or more of men were picked up in the river, badly burned. When the Bremen, Phoenicia and Saale were in the stream, men were seen at the portholes waving their handkerchiefs for assistance, but none was rendered them, as the heat from the burning ships was so great that no vessel could approach anywhere near them. When the fire had got under such great headway that it was seen the Hemburg-American line pier had to go, it was blown up with dynamite.

From what can be learned to-night, the flames started among a large pile of cotton bales on pier 2, of the North German Lloyd Steamship Co. and spread with such remarkable rapidity that in 15 minutes the entire property of the company, taking in over a third of a mile of waterfront and consisting of three great piers, was completely enveloped in a huge blaze that sent great clouds of smoke high up in the air. The flames started so suddenly and gained such headway that the people on the piers or the numerous vessels docked were unable to reach the street.

There were great gangs of workmen on the piers, and these, together with a number of people who were at the docks on business and visiting the ships, scattered in all directions. As all means of exit were cut off by the flames, they were forced to jump overboard, and it is believed a great number of people were drowned.

At the docks of the North German Lloyd were the Saale, a single screw passenger steamer, of 4,965 gross tonnage, the Bremen, a twin screw passenger and freight steamer, of 10,526 tons, and the Main, a twin screw freight and passenger steamer, of 11,500 tons. They all caught fire and burned to the water's edge. The Kaiser Wilhelm der Grosse, which had just come in, was the only one of the four big vessels at the dock that escaped. The loss of crews of these vessels is said to reach 100.

The fire was first discovered by the watchman on the pier. At 4 o'clock he saw a small stream of flame shoot from a bale of cotton on Pier No. 2, at which was docked the steamer Saale. He immediately sent in an alarm. In a few minutes the flames had extended to the steamship and were communicated to the adjoining pier on the north. Here were docked the Kaiser Wilhelm der Grosse and the Main. The tugs were immediately made fast to the big Kaiser, and she was got out into mid-stream with safety, although badly scorched at the bows. The steamship Main, however, was doomed, as the flames had already become so fierce on the north side of the pier that no tug could approach the vessel.

Then, by a shift in the wind, the flames were sent in the direction of the Pier No. 1, which was to the south end of Pier No. 2. To the north of No. 1 was the dock of the Hamburg-American line, at which the steamship Phoenicia, a twin screw passenger steamer, of 6,761 gross tons, was docked. The flames got a good hold on the Phoenicia and she was towed out into mid-stream ablaze.

The fire had by this time became so fierce that the officials of the Hamburg-American line decided the only way to prevent a total destruction of their great pier was to blow up the side of the dock by which the Phoenicia lay, and this was done. A number of barges docked at the pier also took fire, but in the effort to save other property no attention was paid to them and they were allowed to burn. In less than half an hour after the fire was discovered, the river was dotted with burning craft and presented a grand spectacle.

It is feared that the loss of life in the holds of these vessels was frightful, as it is said that many of the crew who were asleep at the time were imprisoned there. The worst tale will come in the steamship Main, which was unable to be towed from the pier. This vessel had only arrived in the morning, and some of the passengers were still on board, and when the cry of fire was raised a number of them were seen to run to the burning decks. Most of them jumped overboard, and, save for the few who were picked up by the tugs, not one has been heard from, although every hotel and hospital in the city of Hoboken is crowded with injured. Some of the passengers of the Main tried to escape to the pier, and it was almost certain that they perished in the flames. There was a general panic on each of the ships. They were clinging to the piers and even to the rudders of the burning vessels. Some were picked up; many were drowned.

Peter Quinn, a justice of the peace in Hoboken, tells a story of having seen at least thirty people perish. He said:

"I was standing on the board of one of the Hamburg-American line piers, and about thirty people crowded under the pier to one of the North German Lloyds. They were calling to some of the passing tugboats, but their appeals were in vain, and when the flames got near them they dived into the water. There was no assistance near at the time, and I believe every one of them perished."

About 200 people were rescued at the Hamburg-American line pier. They were much overcome from exhaustion, but were soon revived with stimulants. When the fire broke out, such headway was gained that when the fire department arrived they were utterly helpless to cope with the flames. They were further handicapped by having several hundred feet of hose burned. Calls were made to the New York fire department for assistance, and a fire boat was sent over. This, however, had but little effect on the great mountain of flame and smoke.

By 7 o'clock three piers of the North German Lloyd Steamship Company had burned to the ground.

The southern end of the Campbell Storage Co.'s building, consisting of five-story structures, caught fire and flames shot from every window from the two floors in a few minutes. The buildings, being filled with jute and whiskey, made good food for the fire. The fire was so hot that the firemen were unable to get within fighting distance, and the flames had pretty much their own way there.

The steamships Saale and Bremen, after being pulled free from the docks, were towed, ablaze, to the bay and beached off Liberty Island. On the Bremen, as she blazed out in midstream, six men could be seen with their heads out of the portholes, waving handkerchiefs as signals for assistance. Tugboats and small boats darted around the big ship, making every effort to save the men, but the terrible heat from the flames kept them away.

The saving of the great Kaiser Wilhelm der Grosse was attended with exciting incidents. It seemed as if it would never be possible to get her clear, and the fire was spreading so rapidly that it threatened at almost every moment to break out on the big ship. The great hawser, in the confusion, could not be handled well, and axes were brought into use to chop them, releasing the vessel. She was towed out into midstream and then far up the river. Her bows were slightly burned.

Five minutes after the fire broke out a woman jumped from one of the ships in a vain effort to reach the water. The flames drove her from the ship, and she plunged heedlessly in the direction in which it seemed that safety lay. She leaped into a blazing lighter alongside, and when an officer on board the ship, who still stood by the doomed vessel, saw her and realized what would be her fate, he plunged down after her, hoping to drag her out of the burning lighter into the water. He followed her within a couple of seconds, and both went down into the flames in the lighter and perished.

The destruction of the docks was a heavy loss on the steamship company, as it has only just been finished and largely improved in capacity.

There are scores of men burned so badly that but little hope is entertained for their recovery. Hudson Street hospital has every patient that it can possibly take in; also Bellevue hospital, St. Vincent's hospital and many of the hospitals further up town.

There were over 200 victims in the hospital up to 10 o'clock to-night, and are still coming in by the score. All kinds of vehicles were brought into requisition as ambulances.