The Warship And The Fishermen

The Grafton Has an Unavailing Cruise in Search of Men who Found a Wreck.

Failing to Find Fishermen She Could Not Search for The Wreck.

(From Tuesday's Daily.)

H. M. S. Grafton is back from the west coast of Vancouver island. She did not find the submarine wreck she went to investigate.

The search was not made, the cruise being taken up in searching off the storm-tossed island coast for the fishermen who reported the wreck, and who were, while the cruiser searched the ocean for them, toasting their feet before the stoves in Victoria. Therefore the Grafton, which sought for the fishermen off the island coast, failed to find them, and she came back.

The flagship had been made ready to drag in the event of being directed to where the fishermen located the submerged wreck. At her sounding platform she had two kedge anchors, ready to go overside, and the divers had their gear, in fact all preparations were made to investigate the submerged wreck.

But the sailors could not find the fishermen, and did not seek the wreck. Later, when the fishermen are located and the bearings are obtained another search is to be made. The fisherman say the wreck lies in twenty-five fathoms of water, some stating that she is five miles off Amphitrite point, while others say she is about seven miles from the point which marks the western entrance to Barkley sound. They believe that a wreck lies there, and that the fouling of their lines and the iron rust stains on them when they were hauled up, indicate that the sunken vessel is an iron one.

Some weeks ago the Grafton was attacked in Baynes sound by two torpedo boats, No. 39 and No. 40, of Esquimalt, the torpedo boats using collapsible heads to the torpedoes they sent against the flagship, and in this attack one torpedo was lost in Baynes sound. No. 40 was the first to attack the flagship, and both her torpedoes struck the ship, one forward and the other aft, though the Grafton was steaming at twelve knots speed. No. 39, in her first attempt, could not get her weapons to travel, but she asked and was granted permission to pick them up and make another attempt. One of the torpedoes again refused duty, but the other succeeded in hitting the mark and then disappeared from human ken, for although a search was kept up until a late hour, it was not recovered. In all probability the ship's propellor settled it as it passed astern.

NATURAL HISTORY.

Interesting Discussion Enjoyed by the Members Last Evening.

There was a large attendance of members of the Natural History Society at the meeting last evening. No paper was read, as anticipated, but there was considerable business transacted and a lot of discussion arising out of various "notes and queries." The principal subject before the meeting was the song birds, definite notice of whose arrival was received. They will reach here this afternoon on the Clallam, having been shipped from New York on the 6th of November, and reshipped from Portland here by way of Seattle. Full particulars of the consignment have already been published in these columns. They will be met by Mr. Frank Sylvester and Dr. Hasell, president, and conveyed in crates to Beacon Hill park and housed in the aviaries prepared for them. Half of the number will be shipped over to Vancouver in a day or two. In this connection it will be interesting to note that Dr. Hasell, at the next meeting of the society, will read a paper on "The Starling," to be followed on subsequent evenings by notes on the robin and goldfinch.

The society is starting out with a full programme for the season, a number of papers having been promised by members, and never was in a more prosperous condition than at present.

Victoria Clearing House.—The total bank clearings for the week ending November 17th were $833,013.

CURED OF ASTHMA.

THE REMARKABLE EXPERIENCE OF A NOVA SCOTIA MAN.

He Had Suffered for Years and Often had to Sit Night After Night at an Open Window Gasping for Breath.

Mr. Thomas Johnson is well known in the vicinity of Hemford, N.S. He has taught school in Lunenburg county for more than thirteen years, and his reputation as a teacher is deservedly high. It is known that Mr. Johnson has been a severe sufferer from asthma, and as he has found a cure for the trouble, a reporter thought the facts of his case would prove interesting to similar sufferers. "One evening," said Mr. Johnson, "while lighting my pipe I inhaled the sulphur from the match. The fumes appeared to penetrate every portion of my lungs, and nearly strangled me. It was more than an hour before I recovered from the effects of this mishap, and I believe that that was the starting point of the trouble that has made my life so frequently miserable since. At all events a few days later I had my first attack of asthma. Following this the attacks became more and more frequent, sometimes continuing for a week or more at a time. When these attacks came on I dare not lie down, and many a long, cold winter night I have passed at an open window gasping for breath. I was treated by two of the best doctors in the county, but derived no benefit. Then I began trying the remedies usually advertised as a cure for this trouble, but with no better results. I was continually growing worse and life was becoming a burden. About a year ago my wife was using Dr. Williams' Pink Pills, and was deriving so much benefit from them that one day she said to me, 'Why don't you try these pills, they might do you good, and they certainly can't do you harm.' To please my wife I began to use the pills in earnest, and soon found that breathing was becoming easier, the spasms came less frequently, and I could go about out of doors without danger of bringing the trouble on as was formerly the case. I took twelve boxes of Dr. Williams' Pink Pills in all, and after the improvement began every box added to it until all signs of the trouble had disappeared, and I have not since had any recurrence of it. Dr. Williams' Pink Pills have saved me from a life of misery, and I am glad to make this public acknowledgment."

The above strong evidence proves that Dr. Williams' Pink Pills are not an ordinary medicine and that they cure when other medicines fail. Every pill makes new, rich, red blood, and thus enables the system to resist the inroads of disease and works a cure. Only the genuine pills can do this, however, and the purchaser should see that the full name, "Dr. Williams' Pink Pills for Pale People," is printed on the wrapper around every box. Sold by all medicine dealers or sent post paid at 50 cents a box or six boxes for $2.50, by writing direct to the Dr. Williams Medicine Co., Brockville, Ont.

GREEN-WORLOCK ESTATE.

Yesterday afternoon in the council chamber of the Board of Trade a crowded meeting of those interested in the affairs of the Green-Worlock estate was held, ex-Mayor C. E. Redfern presiding. The business of the meeting was to elect a trustee in room of the late Mr. Mackenzie Cleland. That the business was of a very engrossing nature may be gathered from the fact that it lasted from 2:30 p. m. until 5:30 p. m.

The long leet for trustee contained no fewer than twenty-three names, and the first ballot reduced this to a short leet of five. After much discussion and the consideration of various motions submitted, the final ballot resulted in the

NATIONAL FEDERATION.

Boston, Nov. 16.—Among the resolutions adopted by the National Federation without debate, were those endorsing the Actors' National Protective Union, directing all organizers of the federation to give special attention to organizing the factory tobacco strippers of the United States and Canada. The convention refused to adopt a resolution favoring the organization of an international protective laborers' union.

An endorsement by the committee of President Gompers's statement in his report that a period of industrial depression was coming, gave rise to a lively discussion, for the most part from the Socialist delegates. They agreed with President Gompers that the depression was inevitable. They urged political organization of labor as a preventative. The report of the committee was accepted.

Resolutions were adopted condemning the employment of young children and endorsing movements of various trades looking to the adoption of union labels.

Citizens' Ball To the Navy

Ticket Selling For the Interesting Function Commences This Morning.

Grand Opportunity For People of Victoria to Show Appreciation.

(From Tuesday's Daily.)

This morning the sale of tickets for the grand ball to be given on Wednesday night, November 25th, in the Assembly hall, Fort street, by the citizens of Victoria to the admiral and officers of the Pacific squadron of His Majesty's navy, will begin, and, judging from many expressions of cordial approval of the affair from all classes of citizens, there seems little doubt that the function will be one of the most successful ever held in this city.

Elaborate preparations are being made to ensure the success of the ball, and there is every prospect that it will be a very happy and memorable gathering. In view of the radical changes which are about to take place on this naval station, it is considered by all right-thinking citizens only fit and proper that the departure of the gallant members of the King's sea forces from this station to England should be marked in a suitable manner, and no more appropriate way could have been devised than the giving of a great public ball.

What Victoria owes to the Royal navy every citizen who reflects a moment realizes full well. It is not only the sense of security in having here a powerful squadron, protected by whose guns, even from warlike alarms, the most timid citizen can lie down at night in peace and the feeling of perfect safety—but the substantial assistance which the presence of the fleet renders to Victoria's business community. Let those who may be inclined to smile at the sense-of-security argument try to imagine for a minute what life in this part of the world would be like were that fleet permanently withdrawn, and nothing but the feeble arm of the province to fend off the foreign foe; or, perhaps, only the not-too-powerful arm of the Dominion. It is needless to mention the effect upon business here which would follow the disappearance forever from those waters of the meteor flag of England's navy.

It is the duty of all loyal Victorians to work heartily in co-operation with their fellow-citizens to make the complimentary farewell ball to the men of the Royal navy a thorough success. It is felt that there is nothing to fear upon this score, yet a word spoken in season is a very good thing, and the Colonist can only impress upon all its readers the advisability of attending to this duty faithfully.

ACCIDENT ON GRIDIRON.

Bloomington, Ill., Nov. 14.—Robert Sinclair, a student of the Normal School, was probably fatally injured in a football game at Pontiac this afternoon.

RESIGNATION DENIED.

St. Petersburg, Nov. 14.—A semi-official note issued today says: "The rumor, circulated from Copenhagen and reproduced in the European press of the approaching resignation of Count Lamsdorff, the foreign minister, is absolutely without foundation. On his return from Darmstadt, Count Lamsdorff at once resumed his official duties.

REFUSE REDUCED WAGES.

Chicago, Nov. 14.—The men employed in the bar mill of the Inland Steel Co., of Indiana Harbor, today refused to accept a reduction of 2 1-2 per cent. in their wages, and the entire plant was shut down. About 1,600 men are thrown out of employment.

A FOOL AND HIS MONEY.

Railway President Leaves $260,000 in a Buggy While He Attends Meeting.

Dallas, Nov. 14.—President Chas. A. Alexander, of the Velsco Brazos & Northern railway, has reported to detectives that thieves last night stole a valise from his buggy containing $260,000 worth of securities. The buggy was hitched on one of the most prominent corners of the business district. The president was in an office at a conference.

That is to say, if John D. Rockefeller were not influenced by religious considerations he could do this country more harm in a commercial way than any man who has ever lived. He could wreck great properties for the sake of "freezing out" minority stockholders, he could manipulate the money market so as to keep the country in a condition of semipanic for months at a time, he could throw a wet blanket upon all legitimate business by tying up and withdrawing the capital necessary for the conduct of business.

Supt. Hussey at Work.—Supt. Hussey of the Provincial police is in Vancouver in connection with the Chinese murder case. The superintendent was busy all afternoon talking to Chinese and there is very little doubt but that the government intends to take definite action. There seems to be but one theory entertained now, that is that the murder was committed by Chinese and it was a highbinder affair and like all such cases it is extremely difficult to get any Chinamen who are at all posted to talk about the affair intelligently as they fear results. The police, however, are, it is believed, gradually building up a theory in which they will be able to act safely.

U. S. Officers Turn Pirates

Embezzle Government Funds And then Become Bold Buccaneers.

Rob the Office Safe And With Guards Capture Steam Launch.

(From Tuesday's Daily.)

Few more remarkable tales of piracy at the present day have been received than that which recently occurred in Mindanao, Phillipine Islands, briefly reported by cable, of which details were received by mail. The pirates, who stole a steamer, pirated another steamer for coal, stole banco and parao, were Lieut. E. G. Johnson, U. S. supply officer at Misamie, and Lieut. George Herman, recently transferred from Bohol to the same point. The whole affair began it seems from a systematic falsification of accounts, of a nature unfortunately very prevalent among the inferior class of United States officials in the Philippines. Placed in a position of responsibility, Jonnson, the supply officer in the constabulary in Mindanao lived at an extravagant rate, and drew the money to meet his heavy expenses from the funds passing through his hands. Suspicion was aroused, and the matter was being investigated quietly, when the culprit, feeling his position no longer safe, joined forces with Herman, another constabulary officer at Misamis, Mindanao, who had also been living in the same style, and broke open the office safe, secured $5,000 or $6,000, forced a detachment of their men to guard the money and then made for the beach where they boarded the small steamer Victoria at the barrelpoints of twenty revolvers, terrorized her captain and crew, and seized the vessel.

When the two defaulters unlocked the constabulary's strong box they took out the rolls of notes and bags of coins which they secured in the pocket of their tunics, and then they buckled on their cartridge belts and revolvers. This done, they called the guard, and chose eighteen men to accompany them. The men obeyed, not knowing what was afoot. Silently the party started out for the beach, using many precautions, the officers headed their force for the jetty, where the launch Victoria was moored. They boarded the boat levelling their guns at the heads of the captain and crew, completely overawing them. The native skipper was forced to get the moorings of the Victoria cast off and put to sea. The vessel steamed out before anyone ashore was aware what was doing along the beach. The order was given to make a dead course for Sarawak, and for Sarawak the Victoria headed. But her bunkers were short of coal. The captain pleaded that it would be impossible to make the Bornean coast without first coaling somewhere on the Mindanao shore. Johnson and Herman were obdurate. "Ahead to Borneo, and no going back," they told the scared seamen.

The course was continued, but the pressure was ebbing—coal was giving out.

An incoming steamer was sighted. The runaways decided to speak her. They altered their course for this purpose and bore down on the strange vessel. Then they hailed her; but she lay off a couple of points, apparently not desiring to answer the Victoria. The latter was sent flying over the waves with all the fuel left to her stokers. The strangers also showed a swift pair of heels. But the Victoria is a very fast boat, and everything depending on her performance, the boilers were kept at top mark, and gradually she bore down on the other craft.

When she was about a cable's length away, Herman commanded her to lay to in the Moro tongue. She complied, and was at once boarded. The skipper was "held up," and his men were told to assist the crew of the Victoria to load the bunkers of the latter with the coal in those of the captured craft. Whilst the exchange was being made, the constabulary stood over the native seamen with their weapons ready for action. When it was completed, the captain of the rifled boat was released, and the "white Dyaks" and their dazed troops returned to the deck of the launch—not all, however, one of the constabularies had enough of piratics, so he stowed away on the stranger, while a very good thing in the receiving was being accomplished. He got back to Misamis, and reported the affair. Meanwhile the Victoria continued her course for Sarawak.

Five shots were fired at the other steamer before she obeyed the summons to "lay to." After that, no resistance was offered to the boarding party, and Herman and Johnson refrained from actual violence when in possession of the decks of the "prize." At Misamis, all was commotion. The safe was opened, and in it, instead of the bills, and coins which had reposed there on the previous day was found a scrap of paper. It was a note of hand for $15,000. There was also a letter from the vanished officers saying that they had gone because the funds had been stolen by native bandoleros, and that they were afraid to face a court of justice.

Meanwhile the pirates were speeding over the main, presumably for the Cayayan Islands, lying on the Sulu Sea, between Negros and Palawan. Being ignorant of seamanship, though, the pirates allowed the crew of the Victoria to run the steamer ashore on the eastern coast to Negros; and when they were informed that it would take several days to repair the Victoria, they determined to leave her, so transferred their supplies, arms and stolen money to a native boat, and started for the other side of Negros Island.

The Victoria, which was not really injured, was able to get off and return to Mindanao. A fleet of gunboats went out in search of the desperadoes, and a strong force of constabulary proceeded to Negros, prepared for a long hunt after them.

But after they left their steamer the fugitives found fate against them, and their curiously romantic piratical exploit had a tragic end. In their three attempts to escape to sea, they were each time foiled by their boatmen, the last with tragic violence, when they themselves were the victims of pirates. First the captain of the Victoria beached the boat, and the fugitives seized a banca, when the boatmen of that craft played them the same trick.

The men thereupon seized a parao, a native cargo boat, and forced the crew to put to sea, and that was the beginning of the end. The parao was sailing along near the Island of Cogayamillo, off the west coast of Negros, and all appeared to be going well, when suddenly without a word of warning the crew seized some rifles, and in an instant shot Johnson dead, with two bullets in his heart.

Herman and the Filipino constable, Fuentes, leapt up and used their revolvers to some purpose, killing four of their desperate assailants, but not before Herman had received two frightful gashes in his neck from spears from which the blood freely flowed all over him, while Fuentes was shot in the chest and stabbed four times. Of the crew of six, four were killed, and seeing this, and that Herman, though so badly wounded, could still use his revolver, the remaining two did not stop to think about it, but dived overboard, and swam ashore. Then, weak as he was, Herman got the parao to the shore, and fearing the crew might return with reinforcements, and finish their butchery on him, filling his pockets with what money he could carry, as well as arms and ammunition, he disappeared. The parao was shortly afterwards discovered by a party of natives who suddenly came upon it with its ghastly burden, and notified the authorities at Nabolao and Lipolay, stating that they had seen a blood stained white man wearily wending his way up a mountain path back of Bayoun. Fuentes was not dead, and after being tended and his wounds dressed he told the tragic tale.

A constabulary corporal from Lipolay took charge of him, together with the arms, ammunition, and the remainder of the treasure as far as Cabacatan, Occidental Negros, where they were handed over to Lieut. Conway. Johnson was buried at Nabolao. Lieut. Conway later telegraphed that Herman was drowned, having fallen overboard from the parao, while endeavoring to navigate her, and that the story of the wounded white man seen going up the mountain trail was false.

Unted States Will Interfere

No Troops From Colombia Will Be Allowed on the Isthmus.

Germany Is About to Recognize the New Republic of Panama.

Washington, Nov. 14.—The United States Navy department has received no information that a large body of Colombian troops is marching on Panama. Officials here regard the present force on the isthmus as adequate to meet any emergency. Nothing reached the State department overnight bearing on the isthmian situation. Regarding press despatches, it is stated that the original programme of the Washington government will be carried out, so that upon information that Colombian troops are embarking for the isthmus, the commanders of transports will be informed that those troops cannot land, and in the event that an attempt is made to land them, the United States government would interfere.

In order that the contemplated mission of General Reyes of the Colombian government to Panama having for its object the making of overtures to the new republic, designed to secure its return to the national domain, may not be accompanied by any unpleasant circumstances, due to the possibility of his coming without being officially accredited, Secretary Hay late today, after a conference with Minister Bunau Varilla, determined to accord General Reyes the courtesies of a warship upon his arrival at the Isthmus, should he desire to go aboard. It was also arranged with Secretary Hay that a warship would be especially assigned to the officials of the Panama government in which they may hold the conference with the Colombia representative.

Following a visit to Secretary Hay, Minister Bunau Varilla today called at the Russian embassy and had a long interview with Count Cassini, dean of the diplomatic corps, who was asked to lend his assistance in securing recognition of the new republic.

Minister Bunau-Varilla today urged his government to clothe the commission now on its way to Washington with power to make such representations to the foreign representatives here as will effect a speedy recognition of the new republic. It is stated tonight that Count Cassini looks with favor upon the petition proposed. Minister Bunau-Varilla expressed himself as having no doubt that his government will adopt it.

It is said at the navy department that necessity of sending representatives to Europe to secure recognition.

Rear Admiral Glass, U. S. N., cabled the United States navy department today, under date of Panama, November 12th, that the British ships Quito and Manavi had sailed from Buena Ventura on their regular voyages unmolested, and that the Bogota, the Colombian warship, was without coal. He added that everything was quiet on the Isthmus.

It is said at the navy department that the only news received over night from the Isthmus of Panama, was a brief despatch from Rear Admiral Glass, United States navy, announcing the arrival at Panama yesterday of the monitor Wyoming.

There are now seven vessels guarding the interests of the United States at the Isthmus. This fleet will be reinforced in a day or two by the battleship Maine and the President's yacht Mayflower. It is stated that the cruiser Baltimore, now in Dominican waters, and the training ship Prairie conveying marines to Guantanamo will also be added to the fleet on the east coast of the Isthmus.

M. Phillippe Bunau-Varilla was at the state department today for information regarding the Isthmian situation. He said he had no anxiety over the despatches that a Colombian expedition would endeavor to reach the Isthmus

"It would be easier," said the minister, "to march from Capetown to London, than from Bogota to Panama. The marshes between the new republic and Colombia, are impenetrable." The minister counts on the American naval force to deal effectively with any expedition by sea.

Dr. Thomas Herran, the Colombian charge, continues to be without advices from Bogota. Despite this, Dr. Herran is keeping Bogota closely informed of every action of the Washington government bearing on the Isthmian situation.

Berlin, Nov. 14.—Germany's consular representatives at Panama have opened business relations with the new government, which action Germany subsequently sanctioned. German consular officers of the isthmus have reported to the Foreign Office that the cabinet of Panama is composed of men worthy of respect. It is intimated in official circles here that when the Panama government makes formal notification of the organization of the new republic, Germany will give the usual recognition without delay.

FIRE AT NELSON.

Nelson, Nov. 14.—Fire broke out early this morning in the residence occupied by William Davis, a mining promoter and despite all the efforts of the fire brigade destroyed the building. The building was the property of the Dominion Security Company of London, England, and was valued at $4,500. There was $3,500 insurance on it, $2,000 in Norwich Union and $1,500 in Lancashire Fire Insurance Company. There was no insurance on the furniture, of which about $600 was destroyed. The cause of the fire is supposed to have been an overheated furnace pipe starting flames between the inner and outer walls of a partition.

Sunlight Soap will not injure your blankets or harden them. It will make them soft, white and fleecy. 2B

Tramway and The Bridge

Company Wants to Operate Larger Cars Over Rock Bay Bridge.

This Was Most Important Item of Business at Last Night's Meeting.

(From Tuesday's Daily.)

The most important matter dealt with at yesterday evening's meeting of the city council was a request emanating from A. T. Goward, local manager of the British Columbia Electric Railway Company for an assurance that the work of placing Rock bay bridge in a position to bear the weight of the larger cars will be undertaken at once. The letter was referred to the streets committee.

The deputy provincial secretary acknowledged receipt of letter re inspection of Victoria-Sidney Railway.

A. T. Goward, local manager of the British Columbia Electric Railway Company, wrote as follows:

RE BRIDGES.

Gentlemen,—I beg respectfully to draw the attention of your honorable body to certain correspondence which has passed between our company and the city engineer relative to the traffic restrictions for Rock Bay bridge, and which somewhat covers the following:

When the arrangement as to our company's contribution to the new Point Ellice bridge was being made, the question as to the limiting of the number of passengers on cars traveling over Rock Bay bridge was also taken under consideration. At that time an arrangement was in force between the city and the company by which the city had agreed to strengthen the Rock Bay bridge and make it strong enough for the passage of the large cars. As it appeared, however, that it would be some considerable time before the new Point Ellice bridge would be an accomplished fact, and as the service of large cars over Rock Bay bridge was governed entirely by the Point Ellice bridge, that is, that unless large cars could cross Point Ellice bridge it was quite useless to take them over Rock Bay bridge, it was mutually agreed that the company should not ask for the cancelling of the restrictions governing traffc over Rock Bay bridge until such time as the new Point Ellice bridge was constructed and open to traffic. Covering this, a letter was received by our company on November 22nd, 1902, which reads as follows:

"I have the honor to state that I have been authorized by the council to inform you that before the new Point Ellice bridge is opened to traffic the present Rock Bay bridge will be strengthened by the council under the advice of their engineer, to enable you with a reasonable margin of safety, to run across it cars which when loaded, will not weigh more than 30 tons, and the present restrictions as to the use of the bridge, will be withdrawn. (Sgd.) Charles Hayward, Mayor."

I understand that the upper structure of the new Point Ellice bridge will reach Victoria in the course of a few days, and will immediately be put in position. I beg, therefore, respectfully to request that the city carry out their agreement with regard to Rock Bay bridge, so that this bridge will be in such a condition that the restrictions governing traffic can be withdrawn according to promise, at the time that the construction of the new Point Ellice bridge is finished and opened to traffic.

Referred to streets' committee for report.

J. Reynolds Tite acknowledged on behalf of the British Columbia Rifle Association the receipt of the Municipal cup.

Outing Publishing Company, Vancouver, asked endorsation for a special edition of 10,000, which would be devoted to a write-up of Victoria.

Ald. Grahame was opposed to assisting a Vancouver publication and on his motion the letter was received and filed.

Otto Weiler complained of the depredations of certain rabbits which were at large around the park. Referred to the park committee.

Frank W. Grant asked for better sewer facilities n Cestnut avenue. As certain water came from private property and damaged the writer's cellar, it was decided to inform him that the city was not liable in the case.

The poundkeeper wrote saying that he had frequently inspected the high school grounds and had done his best to keep the cattle out of the premises. Received and filed.

City Clerk Dowler wrote as follows:

Gentlemen,—Your streets, bridges and sewers committee having considered the subjects referred to hereunder, beg to recommend the following for the adoption of the council, namely:

Resolved, that the matter of arranging with the B. C. Electric Railway Company as to the defrayment of the cost of placing Cadboro Bay road, from its junction with Yates street, in a good condition, be left in the hands of His Worship the Mayor and the city engineer.

Re communication of E. Nicholas, desiring a sidewalk for the upper end of Johnson street. Recommended that the request be granted and the work done. Estimated cost $60.

Recommended that a sidewalk be laid down on the south side of David street, between Bridge and Turner streets. Estimated cost $64.

Recommended that a sidewalk be laid down on the west side of Dallas avenue. Estimated cost, $78.

Recommended that Devonshire road be repaired. Estimated cost $180.

Ald. Grahame said there were some very important questions in the bunch which should be read, the requests from Manson and Leason & Co., required immediate attention. The engineer will make an early report on these matters.

The finance committee recommended the payment of accounts for the month amounting to $687. Adopted.

The streets committee reported as follows:

Gentlemen,—I have the honor to inform you that since the last meeting of the city council the following communications have been received and referred to the city engineer for report, viz:

D. W. Hanbury, calling attention to the condition of the roadway in front of his premises No. 37 Fort street.

J. E. Cowan, asking that a load of gravel be deposited on the crossing at the corner of Chambers and Pandora streets.

Sylvester Feed oC., directing attention to the condition of that part of Yates street immediately fronting their premises.

F. Hood, complaining of a nuisance caused by surface water of Rebecca street.

Jas. Manton, again asking that a sidewalk be laid down on Cedar Hill road from the corner of Edmonton road to a point opposite Mr. Ford's residence.

J. E. Church, complaining of the condition of Cadboro Bay road from the junction on Yates street and Cadboro Bay road to Belmont avenue.

J. F. Cole, calling attention to the necessity for a sidewalk on North road between Seward avenue and Clark street.

E. W. Valleau, et al., re impassible condition of Superior street west of Menzies street.

E. E. Leason et al., calling attention to the condition of Government street, between Johnson and Pandora streets.

W. H. Spurrier et al., petition for a sidewalk on Penwill street.

The report was adopted.

The council adjourned to meet again for the transaction of some special business on Wednesday evening.

DUKE AND BRIDE SAIL.

New York, Nov. 17.—The Duke and Duchess of Roxburghe sailed today on the steamer Kaiser Wilhelm II.

They Honored Their King

Loyal Britishers of Portland Ore., Gather to Celebrate Natal Day.

Stirring Speeches by Leadin, Americans Which Make Nice Reading.

In the following racy manner the Portland Oregonian describes the King's birthday banquet given in that city under the auspices of the British Benevolent Society of Portland, Ore., on Monday, the 9th inst.:

King Edward should feel better this morning. His 62nd birthday anniversary was duly celebrated last night by the British-born citizens of Portland and their invited guests at a banquet laid in the grill room of the Portland hotel by the British Benevolent Society. The menu discussed was as fine as that hostelry can supply and the speech-making combined eloquence and wit to the end when Anglo-Saxonism and good-fellowship prevailed.

One hundred and two representative gentlemen of the city sat down to the tables, which were beautifully and patriotically trimmed with American Beauty roses. Mr. George Taylor, jun., president of the society, presided as toastmaster, and in an eloquent tribute proposed "The King." After drinking the toast, the banqueters joined in singing "God Save the King."

Mayor Williams, in responding to the toast of King Edward VIII., said in part:

"My impressions of King Edward have always been expressed in the words of the song, 'He's a Jolly Good Fellow.' By this I do not mean the lack of dignity or kingly qualifications. I rather mean to say that he is affable, courteous, humane and as democratic as he can be, consistently, as the crowned head of a great empire.

"His conduct since he ascended the throne has been such as fits a man of his conspicuous and responsible position. . . . I like and admire King Edward, because he is the friend of the United States. He places a high value upon the friendship of this country, and understands that he has done much to promote feelings of amity, which should have the hearty support of every British subject and American citizen. Animosity is happily dying out. War between the two would be the greatest calamity which could befall mankind. . . . There is blood in my veins which impels me to say, 'Britain, with all thy faults, I love thee still.' There are ties binding us which swords cannot sever nor the carnage of battlefields annul. King Edward and his good Queen Alexandra have won the hearts of their subjects. Loyalty to the crown was never greater than now. The conditions which prevail at court are in marked contrast to the squabbles and scandals which prevail among many of the courts of Europe. I hope and believe that King Edward will have a long and prosperous reign, and that he will prove a worthy son to his illustrious mother, the lamented Victoria."

Judge Williams' remarks were wildly applauded and created a deep impression upon his hearers.

Mr. Harvey W. Scott, the famous editor of the Portland Oregonian, was received with tumultuous cheering when he rose to speak. Amongst other interesting things, Mr. Scott said:

"The two great English-speaking nations stand in the world for common purposes. Our common language, jurisprudence and religion bind us together. Our ideas of right and wrong are the same, and we must not permit small differences to interfere with our harmony. We are the great moral force in the world. We are actuated by a common idea, the rule of the people through debate and congresses and individual suffrage. We speak the language of Milton and of Shakespeare, and on that basis must stand together against all antagonistic forces. We may well call the people of England our 'kindred beyond the seas,' and they may well echo back the sentiment."

Dr. A. A. Morrison, who followed Mr. Scott, spoke on the Britisher abroad, and said, in part:

"There is a soul in a nation as well as in an individual. The discovery of the British soul and the American soul is but to recognize the birth of twins. They were cradled in the same way, mothered in the same way, taught the same way. They must be one because of those things which are deeper than legislation. It is rather needless to apprehend danger from the aggressions of the Russian Bear. We should feel no apprehension of a nation 100 years behind the times. If the Bear attempts to swallow the Far East, the Anglo-Saxons will choke him to death.

"One cannot but feel proud of the little isle. A small country, but a mighty people. Mighty, because it has bred men who have never forfeited their patriotic zeal for commercialism. Men who have demonstrated their fitness for business, for social superiority. Men with an exalted type of religion and a code of morals which marks us as the best fitted people to survive. The discovery of a national soul binds the Anglo-Saxons eternally together, and makes them one."

DETAILS OF CONSPIRACY.

Sofia, Nov. 16.—Previous reports of a conspiracy of Bulgarian and Servian officers to provoke war with Turkey has been officially confirmed. According to these reports, Turkey was to be attacked by the combined armies of the two countries. It is said that a number of young officers of Macedonian nationality planned to create a casus belli by forcing a conflict on the frontier. The minister of war has ordered the removal of 140 officers.

Samuel—Major Thompson entered the army late and advanced rapidly.

Simon—Well, you see, he had been under such remarkably good discipline at home.—Detroit Free Press.

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Mr. Gordon J. Macfarlane of Bradford was cured by Ferrozone, after being treated unsuccessfully by three doctors for kidney complaint. "My kidneys were in a very bad shape," he writes, "and I had dreadful pains in the back and sides, and was never free from a dull, heavy feeling, that made life miserable. I spent a lot of money on local doctors, but was not benefited to any extent. Then I tried Ferrozone. One box helped me so much that I got six more, and before they were used I was quite well. I never used anything giving such prompt and lasting relief as Ferrozone. It beats all other kidney cures."

People suffering from kidney disorders quickly lose strength, and often die young. Therefore it is important to get Ferrozone at once, and be released from every symptom of this baneful disease. Price 50c. a box, or six boxes for $2.50, at all druggists or by mail from The Ferrozone Company, Kingston, Ont.

She Came Of A Good Family

Strange Career of the Outcast Woman Known as "Annie Rooney."

Was Miss Florence Story, of New York, Afterwards Wife of A Prominent Actor.

Annie Rooney, whose death at Seattle a few days ago was recorded in yesterday morning's Colonist, came of a good family and led a most extraordinary career. As a girl she was Florence Story, the second daughter of Dr. Story, a wealthy physician of New York and afterwards of Michigan. As a woman she was the wife of Del Bartino, an actor well known on the Pacific Coast several years ago.

Miss Story graduated from the Boston Conservatory of Music, and it was proclaimed for her that she would occupy a high position in the musical world. As Mrs. Bartino she delighted audiences in Seattle sixteen years ago when she appeared in John Cort's old house, now known as the Standard gambling house, at Washington street and Occidental avenue.

The generally known history of the woman who died in the state insane asylum last Wednesday after being sent there from King county the first part of October when drink had diseased her mind, says the Post-Intelligencer, was that she came here as a boy dressed in sailor togs, and ever since that time had been a drunkard about the streets, spending most of her time in the city and county jail. For the latter ten years of her life this history is true, but there was another side of the life of Annie Rooney, whose only failing was strong drink.

It was in the latter part of 1886 that Del Bartino and his pretty wife, then 16 years of age, arrived in Seattle, and opened for a two weeks' engagement at John Cort's place. Bartino was a clever actor and singer, but on the opening night there are many in the city who well remember the applause that greeted the handsome girl who did a song and banjo turn. The audience went wild, and encore after encore called her again and again to the footlights. Such a favorite did she prove that the couple's engagement was lengthened. Later on they returned, and again she was held in the same favor.

Among the old-time actors of those days the story of how Del Bartino got his pretty wife was well known. He had met her in Boston and she loved him. They were married and in the parlance of the profession, he put her in the business. She did not require any teaching, for she had a splendid voice and was a thorough musician.

It was a runaway match and the girl was cast out from her home. She took her love, and with the same fidelity she showed him she kept from her relatives the knowledge of her variety theatre life.

Then came trouble between the Bartinos and they separated. That was about the time of the Seattle fire, and it was then for the first time that the young wife took to drink. It was not long until for the first time she saw the inside of prison walls on a charge of drunkenness. Her fall was swift. Beauty faded, and in a year she was a regular frequenter of the city jail. Then came her sailor experience and her return to Seattle.

Never once during all her carousals was anyone able to learn from her who her parents were, and had it not been for the appearance in Seattle a few years ago of a man who knew her well in her home she would have gone to her grave as Annie Rooney.

Many pages on the police register would be required to write her name for every time she has been arrested, but drunkenness was the only charge on the blotter against her during her residence here. She was known for her personal honesty, and more than one man had been led away from dangerous companions by Annie Rooney to prevent him from being robbed.

THREE FIREMEN KILLED.

Fire in Car Sheds Destroys Half a Million's Worth of Property.

Cleveland, O., Nov. 16.—A disastrous fire broke out in Holmden avenue car barns of the Cleveland Electric Railway Company on Pearl street early today, resulting in a property loss of nearly $500,000, the death of three firemen and serious injuries to two others. They were caught under falling walls and crushed. The car barns, which cover four acres of ground, went up like a dash, destroying 100 cars valued at more than $5,000 each. The fire is thought to have been of an incendiary origin. When first discovered it was burning briskly in an unused open car standing in the yard. There was a strong wind blowing at the time and the immense wooden structure was soon a mass of flames. At 3:20 o'clock the fire had got beyond control of the firemen and the flames were sweeping fiercely across Pearl street on the west side of the barns and had communicated with several frame stores and dwellings. The flames also had crept across Brighton street and burned several houses. All the available apparatus in the city was called and are still searching the ruins.

MARINE NOTES.

The ship Forteviot, with rails, was taken to Port Guichon on Wednesday. Her pilot says that "twenty-four into fifteen would not go," and as there was but fifteen feet of water on the bar and the ship was drawing twenty-four feet, it was ridiculous for any one to say that she could have made the Fraser.

The ship Suene is loaded with 6,000 cases of salmon and is ready to start for sea from the Fraser river.

The ship Vincent, which arrived at Vancouver with rails, has received a charter at Portland for the United Kingdom, and will probably leave here in ballast today.

The ship Abyissian has finished loading lumber at Hastings.

Steamer Quadra returned from Cape Beale yesterday, with Capt. Gardiner Johnson, of Vancouver, who went to investigate the feasibility of placing a fog alarm at the lighthouse at Cape Beale.

H. M. S. Grafton returned to the West Coast yesterday morning.

H. M. S. Amphion is at Panama. She will leave for Buenaventura on Tuesday.

Steamer City of Seattle will sail for Skagway and Alaskan points today.

Steamer Tees will leave this evening for Naas and way ports.

The brizantine Gallilee was slightly damaged recently by grounding at the entrance to Apia.

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