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AWARE

Porcelain Dinner
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Porcelain Dinner
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.....10c, 25c each
Cups and Saucers,
shapes and de-
s, regular 25c.
.....15c each
decorated Cups &
(4 dozen odd),
sizes, regular 50c,
$1.25. Friday.
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SSWARE

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25c. Friday ..10c
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ular $1.50 dozen.
.....$1.00 dozen
se Bowls, fancy
s, regular 15c.
.....10c
lass Berry Dishes,
60c dozen.
.....35c dozen

LET SETS

ath Soap Dishes,
65c. Friday...50c
Toilet Sets, decor-
tterns, with square
egular $10.
.....$6.75
Toilet Sets, bright
and designs with
asin, regular $7.50.
.....$5.75

The Semi-Weekly Colonist.

VOL. XLVIII., NO. 16 — VICTORIA, B.C., TUESDAY, FEBRUARY 6, 1906. — FORTY-EIGHTH YEAR.

Inquiry Has Been Opened

Investigation Into Cause of Valencia Wreck Opened Yesterday.

Testimony Given by Number of Those Who Were Present at Last Hours.

A Large Number of Witnesses Summoned Who Will Testify Shortly.

THE investigation into the circumstances of the Valencia wreck was begun yesterday morning at the court house. Capt. J. Gaudin, agent of marine, Capt. J. G. Cox and Capt. Newcombe of the C. G. S. Kestrel, sat as commissioners, and Mr. C. H. Lugrin, as counsel for the Dominion government. Mr. J. Lawson of Bodwell & Lawson appeared for the Pacific Coast Steamship company, but he was restricted to the cross-examination of witnesses whenever any statement considered derogatory to the steamship company was made. Capt. Gaudin explained the investigation was in no sense a prosecution, merely an investigation by the Marine Department to ascertain the circumstances of the disaster.

W. M. Allan of R. P. Rithet & Co. agents for the Pacific Coast Steamship company, who had charge of the business of the steamship company, was the first witness. He said he had expected the Valencia from San Francisco on the night of the 22nd or morning of the 23rd, and had been advised of the wreck on the 23rd. He immediately notified the Seattle office and on arrival of the steamer Queen from Seattle, telephoned to Mr. Pharo who ordered the Queen to leave her passengers here and proceed to the wreck. He was told by Capt. Yandin, the steamer Salvor had also proceeded, and thought that with the Salvor and Queen there everything would be done that was possible to save life. Steamer City of Topeka had proceeded from Seattle without waiting to discharge cargo. Tug Czar had also gone. The Valencia was not on the regular run. She replaced the disabled steamer City of Puebla.

Second Officer's Evidence

Pierre Peterson, second officer of the Valencia, said his duties were to look after the bridge, taking part in the navigation, and look after freight. The only observations had been taken on Sunday morning, second day out, when he corrected the compass by polaris. Did not see Cape Blanco. On Monday, 22nd, at 6 p. m. they began sounding to ascertain their position. The fourth officer cast the lead. At first sounding he reported 240 fathoms and no bottom. Soundings were made every half hour. The steamer was slowed down. She was going dead slow when she struck. At 9:30 p. m. Capt. Johnson was with him in the chart-house, and the leadsman reported 80 fathoms. The course was changed to N half E. They thought the steamer was off Umatilla reef, thinking the lightship had perhaps gone away, and shifted the course for Tatoosh to N 3-4 W. At 10:45 the leadsman said 70 fathoms, and soon afterward reported 60 fathoms. The weather was thick with rain. Couldn't see more than half a mile. They had towed a log, and at Mendocino had noticed that in 188 miles run the log overran about 4 miles. The last sounding before the steamer struck was 24 fathoms. The course was changed to NW by N, the steamer going dead slow. In 3 or 4 minutes she struck. It was black over the starboard bow when she struck, like land. The steamer was going 4 or 5 miles an hour, but the sea was setting her ahead. Ten minutes before she struck 30 fathoms was reported. When the steamer struck they thought they had hit somewhere near Flattery on the American side instead of Vancouver Island.

Mr. Peterson said he had been running for five years on this coast and had not noticed a northerly set. He had noticed a southerly one. There was a strong southerly wind and heavy swell when the steamer struck and they had made an allowance for overrunning with the log. It was not foggy, but hazy and dark. After 11 p. m. it was very thick. They had no idea they were so far north. The passage south is quicker than that north. The Valencia was well equipped, with six lifeboats and a working boat, and all appliances. She was inspected at San Francisco about January 3rd or 4th. The boat he had seen was all right, plugs and everything in place.

Last Order of Captain

The last order he heard Capt. Johnson give was "Hard-a-starboard." When the steamer struck she backed off at full speed astern, and then a foot of water was reported. Quickly other reports were made until in six minutes six feet was reported. All hands were called on deck, and boats were ordered out, the intentions being to lower them to the rail of the saloon deck. The sea was heavy. The vessel has struck about amidship. He went to his boat station and found three or four who should have been there did not come. When the boat was swung someone lowered it and he was left swinging to the rail and assisted on board. That boat got away from the ship's side. He didn't think any sailors got in it. The boat was not saved. There were 7 or 8 men and women in the boat, but it could have held 20 people. If all those boats had been kept at the rail instead of being lowered at once there would have been a good chance for some of the people to escape the following morning.

The captain remained on the bridge. Witness did not know what he did as he had run right aft to his boat. When he went back to the bridge the captain was there. All boats were away, except a working boat, that in which the boatswain tried to make a landing with a party of seamen who volunteered to take a line ashore. They took all the passengers to the saloon and started to give them something to eat. Then began setting up rockets. Some of the staterooms forward soon started to break. All the passengers had got life preservers.

One of the sailors had got on shore and was on the cliff. He had a space of about 20 feet to walk about, but the sea was rising. He did not know how the man got there. The boatswain's boat went away about 9 a. m. Wednesday and got away from the ship without difficulty. That was the best time.

The captain went out on the hurricane deck where the passengers were then gathered and cut down the try sails to try to make them comfortable. He told the women they had better go down and get in the three staterooms that remained on the starboard side. They would not, and men then went to the staterooms. The sea was washing over the vessel as far as the smokestack then, and the port side of the house was washed away.

At 6 a. m. there was only one stateroom left, and it looked bad. All were on the after end of the hurricane deck and many in the rigging. The maintopmast was carried away, and the rigging was slackened. A line was thrown ashore soon after the boatswain's boat left. Had anyone been ashore to get it they could have saved the people on board.

He was told three men reached the cliff when the vessel broke. The wreck lay heading due south by compass, with her stern ashore. When she broke up there was the captain, first officer, fourth mate, chief engineer and one of the freight clerks, and others as well, as 60 or 70 passengers on the vessel.

He had assisted in getting out the rafts. One had gone away from the steamer and he didn't know if there was anyone on it.

Women's Last Chance

When the topmast fell it broke the hurricane deck and made it difficult to launch the raft he was working with. He got it over the side assisted by others, and the captain said to the women: "This is your last chance; you'd better go on the raft." They said: "No, we might as well die on the ship." The raft seemed to stand almost perpendicular at times. There were 17 on it and the captain said to witness he had better go too. He did. The tide took them out. The raft was picked up by the City of Topeka. There was another raft which left 15 minutes before with ten men, that picked up at Turret island, and it should have been near them.

When the rescue steamers came they could do nothing from seaward. A boat could not reach the wreck from them, but a raft attached to a line with 4 or 5 good men might have had a chance. It was not practicable to get a boat alongside on Wednesday when the sea was at its highest.

He thought there was as rough a sea when the steamer struck as on the following day. Had the boatswain's crew been able to get along the shore to a point opposite the wreck they might have been able to save the people as a line was thrown ashore.

The City of Topeka lowered a boat to pick up the raft. The men on the Topeka did not know where the wreck was.

He felt satisfied it was not possible to do anything from seaward to aid those on the wreck on Wednesday. The only chance was on Tuesday morning. The sea was not as rough then. The Queen remained about two miles from the wreck. The tug Czar came within three-quarters of a mile.

He thought she could have come closer. He pointed out the exact location of the wreck, about midway between Cape Beale and Carmanah and out of the range of each light and of the latter station's fog horn.

There were 11 of the crew on the raft saved by the Topeka, and 7 passengers.

All the passengers were given an opportunity to get on the raft. Ten minutes after the steamer struck the lights went out and they worked in darkness.

In answer to Mr. Lawson he said the passengers were shown how to adjust life preservers. All those he saw were in good condition. A watchman was on duty when the steamer struck. The captain and first officer had acted with great courage and coolness throughout.

An adjournment was then taken for luncheon.

Afternoon Session

On resuming the enquiry after the noon hour, Mr. McPhillips, K. C., appeared to represent the provincial government.

Second Mate Peterson, continuing his evidence, said he had nothing to do with the log of the Valencia and knew nothing of the distance traveled. It was his first voyage on the ship and he was acquainted with only a few of the crew. There had been no boat drill coming north.

"When do the boats coming north have fire drill?"

Witness—Homeward, after leaving Vancouver; outward bound, after leaving Port Townsend. Drill by call of whistle; takes about two minutes; mostly in fine weather.

"Do you attend to the interior fittings of the boats—the plugs, etc.—at the time of drills?"

Witness—No, sir; the boats are covered. Once a month the mates make a full examination of the contents and report in writing to the captain.

To Mr. McPhillips witness said: I am an American citizen; have sailed for 12 years on British ships. I have no complaint to make about lights. There should be life-saving boats on both American and British Columbia shores. There are no life-saving stations north of the Columbia River. There should be a station somewhere around Cape Flattery.

Captain Gaudin did not wish Mr. McPhillips to continue cross-examination of witness on questions gone into.

Mr. McPhillips wanted the privilege to cross-examine or to withdraw. "Because the witness was examined by other counsel it does not preclude me." He had a peculiar position and did not wish to be left out. He came with authority of the Attorney-General and it was no use his being there if he had not the privilege of examining the witnesses, counsel told the commissioners.

Mr. Lawson asked for an equal privilege of cross-examination. He was willing to do all he could to assist. He offered no objection to Mr. McPhillips.

Mr. Lugrin stated he was agreeable to the fullest enquiry, and it was unfortunate Mr. McPhillips was not present at the morning session.

Officer Only Three Days on Valencia

Witness, continuing, said he had sailed as officer for several years—as fourth, third and second. Had only been three days on the Valencia. He had noticed posted papers of inspection. The Valencia formerly ran to Valdez and Nome. She was one of the "stand-by" ships of the Pacific Coast Steamship Company, and was not on the regular Seattle-San Francisco run. He thought she had lifeboats with air-tight compartments; could not say how many. Did not know what the life-saving boats or rafts were on the steamer. He knew there were rockets on the steamer, with matches, etc. Had apparatus to shoot lines ashore. A line landed on shore among the trees, but there was nobody on land to take the line. Witness was never previously in the neighborhood of the wreck, and did not know if charts showed soundings. Had no data to show in what water the ship was, or depth, except by soundings.

The mate believed that even if there had been a lighthouse they could not have seen it. There could not be any light or warning located at the point of the wreck. He doubted if a lightship could be anchored at that point.

Was on the Valencia when the Salvor, Czar, Queen and Topeka came in sight. It was impossible for a lifeboat to reach the wreck. A good boat might have got within 100 yards. If they could have got a line to a lifeboat it might have saved lives. The Czar came within three-quarters of a mile; she was the closest. Supposing she drew only ten feet of water she could have come within 100 yards. Presuming also the best modern style of lifeboat had been on the tug, it could have got within thirty feet of the Valencia. Then it would have been a simple method to save those on board.

Asked if a salving boat should be equipped with a life-saving boat, the witness said he thought so.

At this point Captain Gaudin told counsel for the province that if any reflection or criticism was made of the other steamers the commissioners would request that all steamboat companies be represented by counsel.

The chairman asked witness of his own knowledge if he knew any salvage vessel on the Pacific Coast that was equipped with a modern life-saving boat, to which witness answered in the negative.

To Mr. McPhillips he said he had never had any experience with a salvage ship.

Mr. Lugrin said witness should not be asked on questions of salvage ships. That should be left to Mr. Bullen, who would be called.

The witness stated that there was a coast guard service maintained at Coos Bay, Oregon.

Tried Unsuccessfully to Make Shore

To Mr. Lawson witness said that the Greek and second assistant both tried to make the shore, but were unsuccessful. The distance was over 200 feet to shore. There should be no oars, only paddles, on the life rafts, as oars were too cumbersome.

To Mr. Lugrin witness stated that he believed a signal mast on a raft would be a good thing. There were no seats on the raft. Six lifeboats, one working boat and three liferafts were on the Valencia. There was water and biscuits on the boats. He left the ship on the last raft.

To Mr. McPhillips witness said that nine women, two children and a number of men were on the ship when he left. The liquors were not broken into, and there was no intoxication on the steamer. Saw no assaults or overtacts among the passengers. The women were well looked after. The women and children, with the exception of one, were on the after deck. The men were all in the rigging. The women refused to go on the life raft, though the captain told them it was their last chance. There was no prostration or exhaustion. Had distress signals flying on masts 16 or 17 feet above water level. When he left all knew the ship was breaking up. The captain said "It is your last chance if you want to go on the life raft."

"I have to request that people in court will keep their opinions to themselves," said Captain Gaudin at this stage, when some one among the audience suggested a question to the witness.

S. W. Hancock was next sworn. To the commissioners witness said he was the chief cook on Valencia and knew nothing of navigation. Had staid up until 11 o'clock before going to bed on night of the wreck. Just before 12 o'clock he heard the ship strike and jumped out of bed and dressed. In about five or six minutes she struck again. The chief engineer said she was allright and he did not go to the deck immediately. Then he heard the order "All hands on deck," and went to his station—boat No. 4. He endeavored to get into it but it smashed against side. Someone ordered it lowered and it broke. He then went to another boat. The fall broke and the people all capsized into the sea. Another boat with about five persons in it was in the water and someone yelled to let the painter go. It was then dark. Rockets were lit and it was found they were near the shore. There was a boat, the No. 2 heading out to sea. That night they fired rockets. The morning after the wreck they waited patiently for assistance—none came. Five men volunteered to take the wrecks boat to shore. It was launched and got away safely. One man named Montgomery, who was to have gone, was not quick enough. He was drowned after. They then fired the rocket gun and got a line ashore. All believed the men in boat were going ashore at a place he since learned was Darling creek. Nothing came of the rockets. That night nothing was left but three small staterooms on port side of deck. We then came to the conclusion we were doomed.

Then Queen came within a reasonable distance and stopped. A short time after two other vessels came in sight. The Queen apparently spoke the vessels and a tug came towards us, but turned around immediately and went away. No boat was lowered away of the vessels. About 9 o'clock Wednesday morning a big wave broke over the ship. It was then concluded to launch the life rafts which were all ready. Finding we were on the point of sinking the chief officer came to him to organize a party to man the rafts. Most all declined to go, even his 2nd and 3rd men and Chief Baker, none of engineers but Nelson came. He pulled away and kept the Topeka in sight till it came dark and then turned to Cape Beale light house and let her drift. Two of us pulled on the oar. They landed on Turtle island about midnight and next day three of us were picked up by an Indian policeman and put on "Shamrock." The Salvor came down the next morning and took us to Turtle island where we recovered the raft and three bodies. Afterwards our party was taken to Seattle.

To Commissioner Gaudin witness said that about half the crew was new to the Valencia. The captain and chief officer and chief engineer had been there a long time. They had had no boat drill. The weather was too rough coming up. There are notices all over the ship telling crews their position at the several boats. I went to his boat. After the men were at their stations the boats were prepared for lowering.

"Who lowered them?" asked the commissioner.

"I would like to find out. It seemed to me that the passengers took it upon themselves with the assistance of some of the drowned crew," he replied.

There is supposed to be a uniformed officer with each boat. There was no panic. Officers were cool and collected. After the first couple of boats were swamped there was a little panic among the passengers, but they regained their composure when the vessel righted. The captain, he believed called for volunteers to man the wreckage boat. On the Valencia's previous trip they had two fire drills.

He did not think there was any possibility of ordinary ship-boats such as a general life boat on board a passenger steamer, making the wreck. Citing the wreck of the St. Paul, he said the sailors of the crew of the steamer were more valuable than the members of the government life boat crew. He narrated the story of the wreck near Humbolt. The passengers, especially the women declined to go into the regular life-saving boat. "Our sailors took care of the passengers when they saw that the life-saving crew did not properly handle their own boat," he said.

Reverting to the sinking of the Valencia, the witness said he and his wrecked comrades received the kindliest attention from all on the Salvor. He did not notice what kind of boats the vessel had on account of the weather. He did not think they could have received assistance from the rescue ships. His candid opinion was that when he left the Valencia one big sea would break her up.

"I say it is a distinct falsehood that anyone was intoxicated. Perfect harmony reigned among the passengers. I saw the last bottle of the Hennessey distributed among them. No one got into the lower bar," he emphatically replied to a question of the commissioner.

"Everything was done to protect the women and children. The last of the cold meats and ham was distributed to them by myself and Chief Stewart. The women were given every opportunity to go on the rafts."

Taken in hand by Mr. Lugrin, witness said he had been wrecked four times since last February. He had had a foreboding the night of a disaster and was nervous. My duty was to help hoist, lower away and go on board boat No. 4. I think the captain was the officer in charge. When I went on board in January the steamer and boats had been examined. Only saw one of his boat's crew when he came to his station. Heard no order to lower away. The boat was then full of passengers and he noticed no sailors in the boat. Nearest officer was the mate of No. 6 boat. The rescue steamers were seen in a haze as it had rained.

It was very dark and raining and an occasional fog and a heavy sea running on the evening of the wreck. Never saw outline of the coast until the first rocket was lit. In his opinion the steamer was about 150 yards from the shore. If there had been anyone on land take the line every life could have been saved.

To Mr. McPhillips Mr. Hancock said there was a heavy sea and strong wind and cloudy with an occasional driving rain when the rescue ships hove in sight. The land came down to sea almost perpendicular with trees on the

(Continued on Page Seven.)

Nanaimo Wants A Fog Alarm

Pressing Requirement as an Aid to Navigation of Harbor.

Miner Is Injured by a Fall of Coal—Wharf for Union Bay.

NANAIMO, Feb. 5.—Ralph Smith, M.P., has made representations to the Ottawa government for the installation of a fog alarm on Protection Point at the entrance to Nanaimo harbor. The extremely foggy weather of the past week has made it difficult for shipping entering this harbor and in view of the importance of this port a installing of a fog alarm would materially aid navigation. This is deemed necessary by all skippers who call at this port. At tonight's meeting of the city council a committee was appointed to draft a resolution and forward it to the Ottawa government urging upon them the immediate necessity of this.

Wharf Wanted at Union

A number of business men of Cumberland and Comox district are agitating for a public wharf to be built at Union bay. A petition with this end in view is now in circulation and will be forwarded to the Dominion government as soon as completed.

By the fall of a portion of the roof in the Cumberland mine on Saturday night Richard Coe, sr., was badly injured, having four ribs broken and was severely cut about the head.

Thos. McCourt, a prominent and old time resident, 63 years of age, of Nanaimo died this afternoon after a long illness.

Henry Stelle a well known old timer residing at Ladysmith died today, aged 67 years.

The foreign coal shipments for the month of January were 25,127 tons or nearly double those of the same month last year.

DEAD AT LOS ANGELES.

Well Known Rosslander Passes Away in California.

Rossland, Feb. 5.—A telegram from Los Angeles announces the death there of Mr. Jas. Trevorrow, late superintendent of the Le Roi. Mr. Trevorrow left here on January 11th for Los Angeles in the hope that the mild climate there would cure him of his pulmonary complaint with which he had been afflicted for three years. Deceased come here from the Drum Lummon mine, Marysville, Montana, in 1897 and was employed in the Le Roi mine until 1901, when he took the place of superintendent of the Snowshoe mine at Phoenix. In 1904 he returned to Rossland and took the place of mine superintendent of the Le Roi, which place he has held up to the time he left here for Los Angeles. He was 44 years old and a native of Cornwall, Eng. He leaves a wife and six children, the oldest of whom is about thirteen.

Dominion News Notes

Grand Trunk Seek a Charter to Build Branch Line to Victoria.

Road From Winnipeg to Edmonton to Be Under Contract This Week.

Quebec Premier Makes an Emphatic Claim for Better Treatment.

OTTAWA, Feb. 3.—The Grand Trunk Pacific announces that the entire section between Winnipeg and Edmonton will be under contract next month. The company will ask power next session to construct branch lines to Victoria and Vancouver.

Judge Lavigne succeeds Justice Ouimet in the superior court of Quebec.

It is not expected to be possible to inaugurate the proposed reform of calling a session in November, 1906, but provision will be made next session to change the fiscal year to terminate in March, 1907, and have the session of that year begin in November.

The writ went out today for the bye-election in Maisonneuve, the seat being rendered vacant by the death of Hon. R. Prefontaine. Nominations will take place February 16 and polling February 23.

Claim for better Treatment

Montreal, Feb. 3.—Premier Gouin has given an interview to La Patrie of this city which resembles a threat to the powers that be at Ottawa in connection with increased grants to the provinces. He is quoted as follows: "If it takes too long to solve, I predict that you will see this problem become the point of departure for a sure evolution in the political parties in this province. I do not, in fact, fear to be the first in proclaiming it." He says the question must be settled on the line of the provincial claims, if not by the present administration, then by one of those coming after it.

Grand Trunk Station Burns

New Hamburg, Ont., Feb. 3.—The new Grand Trunk freight and passenger station, built only a year ago, was destroyed by fire this morning. There was considerable freight in the building at the time. The loss on the station is about $5,000, and the loss on the freight is not known.

An American Invasion

Hamilton, Feb. 3.—Swift & Co., the big Chicago packers, have bought shares in the Hamilton Stockyards Company.

Ministers Speak at Banquet

London, Feb. 3.—Hon. Messrs. Aylesworth and Hyman and Adam Beck, and F. D. Monk, M. P., were speakers at the annual banquet of the London St. Andrews Society last night. Mr. Aylesworth's talk was chiefly on the affairs of Canadian railways, remarking that it was sentimentalism that was causing the railways to run east and west, and not from north to south. He also added that Canadians could look forward to the outlay on three transcontinental railways. Mr. Monk pointed out that French-Canadians had considerable to do with the country's welfare. Messrs. Hyman and Beck spoke on different topics concerning the future outlook of Canada in its different stages. The banquet was largely attended and was the most successful yet held under these auspices.

A Victim of the Valencia

Milton, Ont., Feb. 3.—News has been received here that John D. Clements, an old Milton boy, who was a member of the crew of the Valencia, was drowned in the disaster off Cape Beale. Clements was 29 years old and had run away from home about eight years ago. Most of the time he had been sailing on the steamers of the Pacific Coast Steamship Company. His parents still reside at the old home.

Killed by Falling Tree

Brigden, Ont., Feb. 3.—John Miller, a farmer, 31 years of age, of Moore township, while felling a tree was struck by a limb and killed. He leaves a wife and three small children.

Seven Years for Assault

Brockville, Feb. 3.—James Harper was yesterday sentenced to seven years in the penitentiary for robbing and brutally assaulting a companion who was under the influence of liquor.

SNOW IN OHIO.

Cleveland, Ohio, Feb. 5.—Snow has been falling throughout northern Ohio for more than 24 hours, with the result that traffic on steam and electric roads is delayed today.

FRANCE'S INTERESTS.

Paris, Feb. 2.—Safeguarding France's preponderating political influence in Morocco appears to be the main point of the French programme at the Moroccan conference at Algeciras. On other questions France is prepared in a liberal spirit to meet any proposals formulated, but she will take a firm stand relative to the police. Such is the view expressed in quarters enjoying confidence of the ministers here, where it is also affirmed that the French delegates are determined to await the

Disclosure of Germany's Proposals

before making known their own propositions. It is argued that this waiting attitude is justified by the fact that desire for a conference emanated from Germany, who should therefore take the initiative in declaring her views.

The French cabinet possesses the unanimous support of the country in maintaining the principle that France's position in Algeria gives her the right to a predominant voice in Moroccan affairs. Any other solution of the conference would be regarded by the country as a display of weakness, and the view is generally expressed that a

GEORGE BERNARD SHAW.

Dramatist Said to Be Still Enjoying Good Health.

London, Feb. 3.—It was ascertained today that the report that George Bernard Shaw, the dramatist, is very ill, is incorrect. Mr. Shaw, on the contrary, is enjoying his usual health.

LONDON TO PARIS.

English Aero Club Despatches Balloon to French Capital.

London, Feb. 3.—An Aero Club balloon left London this afternoon for France and the latter was sighted from the Eastbourne pier moving seaward. Eastbourne is 66 miles southeast of London.

GENERAL GRANT PROMOTED.

Washington, D.C., Feb. 3.—The President has elected Brigadier-General Frederick Grant commanding the department of the east with headquarters at Governor's Island. Grant is to be promoted to the grade of major-general to fill the vacancy caused by the retirement of Major-General Sumner, February 6th.

BOMB EXPLOSION.

Many Persons Killed at Russian Frontier Town.

Berlin, Feb. 5.—The Anzeiger today printed a despatch from Kattiwitz, Prussian Silesia, stating that a private house at Salice, across the Russian frontier, has been destroyed by the explosion of a bomb. The bodies of twelve persons were found in the ruins and it is believed that many others were killed.

PLAIN-SPOKEN PRIEST.

Archbishop of Dubuque Talks of the Unfaithful Worker.

Clinton, Iowa, Feb. 5.—Archbishop Keane of Dubuque delivered a sermon in St. Patricks Church here yesterday. The archbishop said in the course of his remarks that "the man who slights his work and gives his employer less than he agrees to give is a thief, and any labor union that upholds him in this slighting of work is a school of thievery."

"BLUEBEARD" HOCH'S APPEAL.

Condemned Bigamist and Murderer Claims That He Is Innocent.

Chicago, Feb. 3.—Johann Hoch, confessed bigamist, and convicted murderer, who is sentenced to hang on February 23, made a long statement today to the people of Illinois declaring himself an innocent man. In his statement he says that his wife, Emilie Fischer-Hoch, now admits that several important portions of the testimony given by her during the trial were false, and because of this Hoch appeals to the people to prevent his execution.

Anna Gould Now Wants a Divorce

Countess de Castillane Enters Plea Before the French Courts.

Attempt at Reconciliation on Count Boni's Part Has Failed.

PARIS, Feb. 5.—Countess Boni de Castellane (formerly Anna Gould) entered a plea for divorce today. Representatives of the countess and count appeared before Judge Henry Ditte, of the court of first instance, who in conformity with the French law, endeavored to arrange a conciliation before allowing a definite suit to proceed. It is said on unquestionable authority that Judge Ditte's efforts were not successful, the countess absolutely declining to resume her relations with her husband, and that after repeated, but vain attempts by Count Castellane's advisors to arrange a settlement, the representatives of the count and countess left the court and that the suit will proceed.

Little Hope of Reconciliation

Another judicial effort at reconciliation will almost certainly be made before the suit comes to trial in the ordinary course. No decision has been reached relative to the eventual custody of the children of the Count and Countess de Castellane, but they being under age will, for the present naturally remain in the care of their mother. Friends of the count and countess express little hope that any adjustment of their differences will be brought about as divorce proceedings under the French law are very lengthy, new developments may occur before the case comes up for trial. A decree cannot be pronounced under from three to six months.

INCREASED CAPITAL.

Springfield, Feb. 3.—The Western Electric Company of Chicago certified to the secretary of state today an increase of capital stock from $15,000,000. The total is increased to $25,000,000.

THE ITALIAN CABINET.

Leader of Centre in Chamber of Deputies Will Be Premier

Rome, Feb. 3.—King Victor Emmanuel today conferred with a number of statesmen on the subject of formation of a new ministry. It is believed that Baron Sidney Sonnimo, the leader of the center in the chamber of deputies, will accept the premiership.

TO CONSTRUCT VALDEZ RAILWAY

San Francisco, Feb. 3.—The Chronicle today says: "Within a few days it will be announced authoritatively, according to one closely in touch with the matter, that J. P. Morgan & Co., the Guggenheimers and the Havemeyers are among those behind the new railroad which will extend from Valdez 400 miles into Alaska. Grading has begun on the line and 1,000 men will be laying the track by April."

Templeman Gets Portfolio

The Senator to Be Sworn in Minister of Inland Revenue.

Hon. Brodeur Gets the Department of Marine and Fisheries.

Bank Manager at Kingston Commits Suicide on Railroad Track.

OTTAWA, Feb. 5.—Hon. Messrs. Brodeur and Templeman will be sworn in tomorrow as ministers of marine and fisheries and inland revenue, respectively. They have an appointment with his Excellency at Rideau Hall at 11 o'clock.

The ministerial tariff committee has engagements here sufficient to keep them busy for three days.

The government will introduce a Sabbath observance bill next session based on the draft measure submitted by the Lord's Day Alliance.

Father McDonald of Chrysler, Ont., owner of the patent for the Dominion ballot paper, is sueing the government for compensation.

Fires in Montreal

Montreal, Feb. 5.—Damages to the extent of $10,000 were caused by a blaze which destroyed a large storehouse containing about 1,000 bales of raw cotton on the premises of the Merchants Cotton Company, St. Ambrose street, Saturday night. The loss is covered by insurance.

Costly dress materials and house furnishings were destroyed by a fire which originated in the establishment of Madame L. Harmon, 246 Bishop street, Saturday night. The loss from this source, together with damage done to the building, will amount to $27,000. The sufferers from the fire are: Madame Harmon, shop and residence; Charles N. Coburn, residence. Miss Marguerite, Sym, residence. There are five dwellings in the building.

Street Railway Improvements

The Montreal Street Railway Company is asking power from the legislature to increase its capitalization by $18,000,000. The company has under consideration a very large increase in its pillage, which is at present 132 miles, to nearly 300 miles. Among other improvements is the proposed construction of an immense power house at Hochelaga, land for which has been purchased.

Fiery Frenchmen's Challenges

Quebec, Feb. 5.—In the Parent-Choquette case this afternoon, ex-Premier Parent and Senator Choquette challenged one another to resign their respective positions as president of the transcontinental railway commission and senator. The case was adjourned until tomorrow, when Judge Larue will give his decision on the motion of Senator Choquette to dismiss the action.

Company Pays Damages

Toronto, Feb. 3.—The Toronto Railway Company has settled with the relatives of C. O. Lockwood, who was killed at the corner of Queen and McCaul streets some months ago by a runaway car, Mrs. Rockwood receiving $5,000 and costs of the action. The motorman of the car was tried at the assizes on a charge of being criminally responsible, but was acquitted, the jury holding that he was not to blame, but that the accident was due to the faulty condition of the car and rails.

Bank Manager's Suicide

Kingston, Feb. 5.—Nothing definite can be learned at the Bank of Montreal as to the cause of the suicide of Mr. Mackenzie. He had been in Montreal during the week, returning Friday. From his friends it was learned that whatever troubles existed in the bank were as to the management, and that everything would have come out satisfactorily in the end. It is understood that the deceased manager had acted contrary to instructions in some matters, but nothing happened that would lead to arrest. Mackenzie took his trouble greatly to heart and brooded over it till his mind became affected. The body was found near the railway tracks in this vicinity yesterday morning. He was manager of the Bank of Montreal in this city. He was found dead near the Grand Trunk Railways tracks two and a half miles east of the lower station at 8:30 o'clock. When the body was found it had not become cold, so that death had not occurred more than half an hour previous. It was found that death had resulted from a drug which Mr. Mackenzie had taken. The bottle was found, also a small bottle of glycerine in his pocket. Mr. Mackenzie was born at Lennoxville, Que., 57 years ago. His father was a chief factor of the Hudson Bay Company. In 1867 he entered the service of the Bank of Montreal at Montreal, and continued with it ever since. He served at Halifax, St. John, N. B., Newcastle, N. B., Cornwall and Kingston.

A Laborer Killed

Keewatin, Ont., Feb. 5.—John Laute, employed as a laborer on the construction of the Keewatin flour mills here, was instantly killed this afternoon by the collapse of a derrick following the breaking of a goose neck. He leaves a wife and five little children.

Navigating Georgian Bay

Wiarton, Ont., Feb. 5.—The steamer Hodgson made a new record for navigation in Georgian Bay by taking a load of freight on Friday to Lion's Head, 35 miles north, returning on Sunday. This is the first time the bay was ever navigated in February.

Settlers for Northwest

Winnipeg, Feb. 5.—An Owen Sound (Ont.) land syndicate have disposed of a large section of Saskatchewan and Alberta lands to New York and Ohio farmers, who will locate on it this spring. There are about 15,000 settlers assured for the West through this source alone.

Seeding in Alberta

Calgary, Feb. 5.—Seeding commenced today at several points in southern Alberta, principally in the vicinity of Raymond.