

Eight or Nine
people there.

Tanna country
therefore made
old houses would
Americans have
telling golden
faith, and people
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to an altogether

wife, who lately
are among those
pointment. "When
had better not
had been there
were fools, and
I know that I, it
says Mr. Blen-
the Tyrrell, was
think it was, and
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ed I wanted to
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ives up against
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p-not much. I
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4 on Fairbanks.
on these creeks,
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Clary has but a
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de. Klondike is
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LATE
AM SUNDAY

ss Bay Cemetery
of Old Fel-
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were laid to rest
The funeral took
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a pallbearers: P.
r, James Pope,
O. F. Henry
A. O. F.

DEAD.
of the Govern-
nada.

Mooley, brother-in-
law of Saltram, Devon-

Local News.

CLEANING OF CITY AND
PROVINCIAL NEWS IN A
CONDENSED FORM.

The third monthly drawing for the
White Swan gramophone will take place
at Watson & Hall's on Tuesday next at
3 p. m.

The new wharf at Esquimalt in con-
nection with the proposed cannery of
Messrs. Todd & Munroe has been com-
pleted. Good progress is also being made
with the buildings on shore.

The British ship Halewood has been
placed on the overdue list. She is out
130 days from Vancouver for Callao, and
a cable received from London by M.
A. Newell, of San Francisco, her rate
has been quoted at \$40 per cent.

Victoria Dancing Club held another
of its social functions on Wednesday
evening last, when a large number were
in attendance. The committee of man-
agement deserve great praise for the ef-
ficient manner in which they looked after
the wants and comforts of the merry
party.

A fracas in the fruit shop of Chas-
tantine Riga on Johnson street was in-
vestigated in the police court on Fri-
day. A competitor of Riga's, one Frank
Thoe, was charged with aggravated as-
sault, and pleading guilty was fined \$40
or two months' imprisonment with hard
labor.

Friday afternoon the remains of
Mrs. Monthu were laid at rest. The
funeral took place from the residence of
Mr. and Mrs. Crawford, Shakespeare
street, impressive services being con-
ducted by Rev. J. McCoy. There was a
large attendance and many floral trib-
utes. The following acted as pallbear-
ers: Alex. Yee, P. Morry, W. A. Luney
and G. McCandless.

A London paper of the 11th inst. con-
tains the interesting report that the ser-
vice has been turned over to the
Board of Trade. If this is true, and it
has been rumored for some time in naval
circles that the change would take place,
the officers and crews of the survey ships
will be turned over to the main service
of the admiralty. The officers of the
Egeria on this station, however, have not
yet been notified of the change. They
are looking forward to completing their
commission on this coast, taking up the
survey of the coast where they left off
last fall.

Another of the series of concerts
given by the Crislow Dramatic Club
will be held on Friday in the Crislow
schoolhouse to the utmost enjoyment of
everybody attending. These concerts
have always proven to be very successful
under the able management of J. J.
Wilson and others. The last concert of
this season will be held in the Strawberry
Vale hall, after which a dance will be
given.

The annual meeting of the Victoria
District Association Football Association
will be held on Tuesday, the 28th
inst., at the Y. M. C. A. rooms, Broad
street. On this occasion the presentation
of cups and medals won in the local
junior, intermediate and senior competi-
tions will take place. Major Bland is to
be requested to preside. Reports of the
season's work will be received and offi-
cers elected for the ensuing year. It is
particularly gratifying that representa-
tives of all the three leagues attend. A cor-
dial invitation also is extended the
general public. The North Ward, Victoria
West and Garrison junior, intermediate
and senior teams, will be handed the re-
spective trophies.

Victoria lodge, No. 17, K. of P., held
its usual weekly meeting on Friday,
when considerable important business
appertaining to the welfare of the order
came forward. A number of candidates
were initiated and instructed in the
mysteries of the institution, when the
new officers acquainted themselves with
credit. Several applications were also
received. The lodge has made wonderful
progress during the past twelve months,
which now makes it the banner lodge of
the province. Various committees were
appointed to look after several matters,
among which was one for the revision of
the by-laws. Visitors were present, and
contributed some advice as to the good
to be accomplished by the institution
and the growth that it is making
throughout the various domains.

A large number attended the illus-
trated lecture given by A. B. Clabon at
the Y. M. C. A. rooms, Broad street, on
Friday. About three hundred were at-
tended on the canvas, the collection be-
ing one of the most varied and interest-
ing ever seen in Victoria. The views in-
cluded the finest public buildings and
monuments of historic interest in the
greatest centres of the world. Mr. Cla-
bon had the good fortune to be in Lon-
don during the coronation of King Ed-
ward, and one of his most interesting
views is that of the Canadian arch. He
concluded his discourse with a descrip-
tion of the Battle of Marston. A number
of musical selections were given by Mr.
and Mrs. Martindale, the Misses Sowercroft
and others during the evening.

A meeting of the West Lodge, No.
1, K. of P., was held on Friday, when
the retiring Chancellor, Commander, N.
H. Hendricks, was presented with a
handsome gold locket as a token of es-
teem from the members. Deputy Grand
Chancellor L. Oliver also was pre-
sented of a gold locket as reward for
bringing in the most new members dur-
ing 1904, while Past Grand Representative
Thomas Gold received a locket for
bringing in the second largest number of
members. After the transaction of
routine business an adjournment was
taken to the banqueting hall, where the
remainder of the evening was spent in
pleasant social intercourse.

The charge against Wm. McKay,
local representative of the United Gar-
ment Workers of America, of stealing
five thousand labels from the factory of
Pomer, Beeton & Co. was dismissed in

the police court Friday afternoon. The
court was addressed by F. B. Gregory
for the defence, and George Morphy for
the prosecution. In giving his decision
the magistrate took the ground that
there was a color of right in what Mr.
McKay had done, and on the evidence
he could not find the accused guilty of
theft. The ownership of the labels was
not decided.

On Thursday evening, March 2nd,
the Companions of the Forest will give
a social and dance in Sir William Wal-
lace hall, Broad street. Members of the
committee are doing all in their power
to make it pleasant for all attending.

Somebody entered the residence of
Mr. Martindale, Kane street, on Sun-
day while the occupants were at church,
and stole a couple of rings and several
dollars. Entrance was gained through a
window.

The police commissioners of Na-
namo have decided upon the plan of
submitting the names of twenty-one ap-
plicants for police officers in that city
to a vote of the ratepayers. There are
positions to fill. Both the present
police officers and the new ones are
Jacob Neen—are applicants again.

The marriage of Mr. Archibald Reid,
of the steamship Monna, and Miss Mar-
garet Hilda, daughter of Mr. and Mrs.
Andrew Butler, of Victoria West, took
place at the residence of the bride's
father. The groom was supported by
Mr. Robert L. Gilles, of the same ship,
and the bride was attended by Miss
Jumina Haskings, of Victoria. Rev.
D. MacRae conducted the marriage ser-
vice.

Charles Cullen, who has been in
Cassiar for some time, returned home
Saturday, having journeyed to the coast
via Telegraph and Wrangell. At the lat-
ter point the steamer Cottage City was
met, and passage was taken to Van-
couver. Mr. Cullen brought down Tele-
graph a valuable shipment of furs, in-
cluding a number of black and silver
fox skins. Other passengers arriving on
the Cottage City were Capt. Conover
and two gentlemen, Messrs. Wilson and
Jackson, who had in their possession 35
pounds of coarse gold taken from a new-
ly worked stream known as Clearwater
creek.

A meeting of the Alaska Steamship
Association was held at Seattle on Sat-
urday, at which the Canadian Pacific
was represented by E. J. Coyle, assistant
general passenger agent; B. W. Greer,
general freight agent; A. B. Calder, gen-
eral agent of the passenger department,
and H. W. Roberts, general agent of the
freight department. The question of
rates was discussed, but no agreement
was reached, and it is said that the
same thing in the proceedings occurred
as marked the two previous meetings of
the association. One of the principal
stumbling blocks, it is said, in the way
of satisfactory terms, is the proposal to
issue through bills of lading from Seat-
tle to Dawson City, Fairbanks and other
Yukon points.

Nothing definite has yet been done
regarding the proposal to erect a sawmill
in Esquimalt. There is a scheme on
foot to place a mill somewhere on the
waterfront of that harbor with a capac-
ity for turning out twenty thousand feet
a day, but the promoters say that their
plans have not yet matured. A sawmill
for Esquimalt is an enterprise
that has often been spoken of, it being
considered by many to be one of the
best sites for a plant of this kind in Brit-
ish Columbia. Its convenience to the
sea, and the other advantages it enjoys
from a shipping standpoint, however,
have long been recognized, and the propo-
sition in the way up to the present being
the use of the harbor by the navy.

The Orange Grand Lodge at a re-
cent meeting held at Vernon elected offi-
cers for the ensuing term as follows:
W. G. M., The Duke, Vancouver; D. G. M.,
J. D. G. M., J. Wallace, Victoria; J. D. G. M.,
D. McLaren, Kamloops; G. Chap., Rev.
D. Smith, Vancouver; G. Secretary, E.
Bush, Mission; G. Treasurer, J. Walms-
ley, Vancouver; G. Sec., G. Dunlap,
New Westminster; G. Dir., of C. N.,
Wood, New Westminster; D. G. M.,
Revs. A. S. Osterhout, A. E. Roberts
(Underby), T. G. Christmas, A. J.
Barce, W. C. Calder (Revelstoke), G.
A. Over, Wm. Bell, B. McIntyre, D. G.
L. of B., Capt. Geo. McPherson, V.
Vancouver; auditors, J. R. Craig (Ab-
botsford), R. D. McMillan (Nanaimo).

The sad news of the sudden death
of Mrs. R. H. Dee, of Toronto, on
Thursday, the 16th inst., was re-
ceived Saturday by Mrs. Wm. Dee,
of this city. Mrs. Dee was enjoying her
usual good health when unexpectedly
stricken with paralysis. She was pro-
gressing favorably towards recovery
when a second stroke came on with fatal
results. Deceased was 75 years of age,
and a native of Markham, Lincoln-
shire, England. She was the widow of
Wm. Dee, a prominent Toronto baris-
ter. Two years ago she visited Victoria,
spending several of the summer months
with Mr. and Mrs. Dee of Alfred street.
She leaves to mourn her loss two daugh-
ters—Miss Dee, of Toronto, and Mrs.
Finlayson, of Garden Lake, Ont., and
four sons, C. H. Dee, an officer in the
mounted police force stationed in Lab-
rador; Wm. Dee, of Victoria; Richard
Dee, of Toronto, and T. Dee, of Los An-
geles. The funeral took place last Mon-
day.

REGIMENTAL ORDERS.
Adjourned Annual Meeting of Officers
Mess on Thursday, March 2nd.
Lt-Col. Hall, commanding the Fifth
Regiment, has issued the following or-
ders:
The following men, having been attested,
will be taken on the strength from the date
hereafter mentioned, will be relieved from
company duty and posted to the band: Gr.
Thos. L. Beaven, Feb. 20th; Gr. Wm. J.
Smith, Feb. 20th.
The adjourned annual meeting of the
officers mess will be held on Thursday,
March 2nd, in the mess rooms, drill hall,
at 8.30 p. m. Dress, walking out dress.
By order,
(Sgd.) D. B. McCONNAN, Capt.,
Adjutant.

OPINIONS AS TO AIDING THE LINE

MEMBERS OF HOUSE BECOME INTERESTED

W. R. Ross and C. W. D. Clifford Both
Approve of Negotiating With Grand
Trunk Pacific.

The interview given the Times by
Frank Morse, vice-president and general
manager of the Grand Trunk Pacific
Railway Company, relative to building
the British Columbia section of the road
has prompted members of the legislature
to take a more active interest in the sub-
ject. They now realize what Mr.
Morse's proposition is, and are consider-
ing the effects which will follow a re-
fusal or acceptance of the proposition.
Mr. Morse has broken the ice, and the
government will likely have to consider
the question of whether negotiations will
be opened with Mr. Morse relative to
terms upon which the company's arrange-
ments will be carried out in British
Columbia. This would include not only
the question of building the main line
through this province, but likewise the
subject of connection with the southern
part of the province, including Vancouver
Island.

The House is naturally divided to a
considerable degree upon the subject.
W. R. Ross, of Fernie, who was in Seat-
tle a few days ago, was interviewed by
the Post-Intelligencer, and is reported
as saying:

I notice by this morning's Post-Intelli-
gencer that Mr. Morse, the company's
general manager, was sorry that the
people of British Columbia had not sig-
nified a desire to co-operate with his
company in arrangements to secure
early construction. I suppose orators of
this nature would, in the ordinary
course of events, emanate either from the
government or from the company. In a
matter of such magnitude and importance
as that under consideration, I hope no
false idea of the proper rules of etiquette
to be pursued under the existing cir-
cumstances will keep the high contracting
parties away from each other. The gov-
ernment of the day in British Columbia
has proved itself to be essentially a
business government, and I feel quite
sure that they will not allow the present
session to close without at least taking
the matter into serious consideration.

The matter presents itself to us in this
way: Under the present contract be-
tween the company and the Dominion
government the company has agreed to
complete the line to the Pacific coast by
1914, a period of about six years from
the present. The primary object of this
construction is to afford transportation
facilities to the wheat fields of Manitoba
and the Northwest, the current of which
flows towards the Atlantic, and I fancy
that the construction of this section
would be rushed for the purpose of
carrying out the object I have outlined.
The construction of the Pacific section
has for its object the development of
Oriental trade, which is practically in its
infancy, and is now being comfortably at-
tended to by existing lines.

While it is quite true, as I have stated,
that the present contract calls for com-
pletion of the line by 1914, yet cir-
cumstances might arise, now in contem-
plation, which would necessitate the fur-
ther extension of the time, limited, per-
haps for a further period of five years
or more. The existing contract is a
modification of the one previously en-
forced, and I see no reason why the
same course could not be again followed.
If the circumstances justified it, I may
say, however, that it is to be devoutly
hoped that such will not occur.

Mr. Morse states his case in a most
businesslike way, and I think the govern-
ment would be justified in considering his
proposed statement as opening up the
negotiations and acting accordingly. The
interview mentions that the amount to
be expended for construction purposes in
British Columbia alone would be about
\$15,000,000. The total amount of money
which would be expended as a result of
this construction could be safely estimat-
ed at from \$20,000,000 to \$40,000,000,
making an aggregate expenditure in the
provinces of from \$35,000,000 to \$55,000,
000. The largest part of this would be
"new" money. It would be brought in
from the outside and spent in British
Columbia.

As I understand the matter, if a satis-
factory deal can be arranged, the com-
pany is prepared to commence operations
within ninety days from the signing of
contracts at some point on the Pacific
coast and build eastward, continuing
without cessation until the work is final-
ly completed. In return for this Mr.
Morse thinks his road should receive a
bonus of land adjoining the road and
some other concessions of a minor nature.
This land is of small value at the present
time and must come so until the trans-
portation facilities through that section
are completed or, in other words,
until the Grand Trunk Pacific is com-
pleted. Moreover, I have heard on what
I consider good authority that the com-
pany would enter into contracts to sell
the land at the prevailing government
price so as to expedite the settlement of
the country.

Mr. Morse points out that under ordi-
nary circumstances it will be more ad-
vantageous to his company to build from
the East instead of from the West. It
is hardly necessary to point out that in
such an event the great bulk of the
road would be constructed in the West,
while the construction of the Pacific
Eastern centres.

The country at the present time is
crying out for transportation facilities to
develop the development of its extror-
dinary natural resources, and in my
opinion the only way to consider is not
whether we shall negotiate along the
lines suggested or not, but how soon we
can come to a satisfactory working ar-
rangement. The prevailing sentiment of
the province favors railway development,
and I arrive at this conclusion from the
result of the recent Dominion elections,

in which the Grand Trunk Pacific con-
struction was the paramount issue. The
government's policy on this question was
emphatically endorsed, and a solid seven
was sent out from the Grand Trunk Pa-
cific supporting the issue. I therefore be-
lieve the people of the province would
indorse a business arrangement which
would secure immediate construction of
this road with its concomitant benefits.
Regarding this question, however, I
believe our province is about to enjoy
an era of very prosperous times, and the
immediate construction of this road
would hasten that happy condition and
in making it more permanent.

It has been the custom in the past to give
large grants of land in our province with-
out securing an adequate "quid pro quo,"
and I have no doubt such a policy re-
mains unpopular with the people. The
proposition before us, however, differs in
this respect from all others previously
entered into, and I think this is generally
recognized. Many other reasons can be
advanced besides those I have men-
tioned, and I leave it to the members of
the legislature to decide upon the ques-
tion which will be seriously considered.

C. W. D. Clifford, whose constituency
is directly affected, is another of the
members who favors the scheme of giv-
ing assistance to the Grand Trunk Pa-
cific on condition work being at once on
the Pacific coast. He points out that if
this is done there will be a coast carry-
ing trade established between the south-
ern part of the province and the terminal
point, which will far exceed anything
even during the Klondike rush. Supplies
will have to be brought out over the O.
P. R. or any other route selected, and
the coast carryer by coasting steamers to
the northern terminal. Engineered cars
for construction purposes would
also have to be carried north. Mr. Clif-
ford thinks trade in British Columbia
would be given an impetus which would
make the next five years among the best
the province has ever experienced.

There are likewise other members in
the legislature who contend that no aid
should be given, but that the Grand
Trunk Pacific should be left to carry out
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CIRCUMSTANCES OF WYFIELD'S ARREST

CREW ARRIVED HERE ON THE IYO MARU

Ship Was Damaged in Attempt to
Reach Vladivostok—Movements
of Lumber Fleet.

Twenty-eight members of the team-
ship Wyfield, which was seized by the
Japanese at Vladivostok on the 28th
of last month, arrived here on the steam-
er Iyo Maru on Friday afternoon, en-
route to San Francisco. Captain Wat-
son, Chief Officer Webb, Second Officer
Reid, and the first and second engineers
remained in Japan to settle up some
business but will arrive on the next
passenger ship crossing the Pacific.

The story of the seizure of the Wy-
field and of another Victoria ship, the
M. S. Dollar, is an interesting one. The
crew, which arrived here Friday on the
Iyo Maru, say they never expected to
reach Vladivostok with the cargo of
hay, barley and other fodder which the
Wyfield had aboard from San Francis-
co. The vessel had been engaged by a
Russian agent at a figure that insured
the owners against any possible loss in
event of the steamer falling into the
hands of the Japs. The Russian agent
thought there was a prospect of the
cargo being safely delivered and it was
not for the officers to object when they
were being well paid for taking chances.

The steamer's instructions were to re-
port at an island about thirty miles from
Vladivostok where they could communi-
cate with the Russian authorities, and,
if necessary, receive the services of an
ice-breaker for the clearing of a pass-
age into the harbor. After reaching the
island side the steamer attempted
the voyage through the La Perouse
strait, but was obliged to abandon this
waterway on account of the ice, which
was about four feet thick. The vessel
struggled with it for a couple of days,
sustaining considerable damage and then
had to return to the Tsushima strait,
leaving her chances of evading the Jap-
anese fleet very slim indeed. Five Jap-
anese warships patrol this strait and it
was only a question of whether the
dark misty weather would stand by the
centrally ship's aid. She was leaking
badly as a result of her encounter with
the ice, and had she had to continue
more with this her condition might have
proved serious.

On the evening of the 28th, at about
5 o'clock, the old gunboat Musashi, Capt.
Yoshimura, bore down in sight. The Wy-
field was signalled and her destination was
asked. The reply being given she was
stopped, a prize crew was placed aboard
and the ship was taken to Hakodate.

In the Japanese port the Wyfield was
given a trial, was condemned and was
sent to Yokosuka. There she will re-
main until the end of the war when, ac-
cording to members of the crew, she may
be released, they having heard of some
understanding between the Lloyds, with
whom she is insured, and the Japanese
government whereby the latter intend
certain vessels seized under certain
circumstances a new trial when peace
has been declared. Before the crew left
Japan they were asked if they had suf-
fered any ill treatment during their stay
in the country. They have been sent
home by Captain Watson, and will re-
ceive their full pay.

The seizure of the M. S. Dollar was a
little more exciting. She took the same
passage as the Wyfield, and, profiting by
the gunboat's warning, she was able to
escape into the North Pacific. She was
afterwards located and taken to
Yokosuka. Another ship, a German
steamer, had been successful in deliver-
ing her cargo, but she was overwhelmed on
her return and would have been held
if any cargo had been found aboard. She
had gone through the Tsushima strait
to the south of Japan, a water that had
been guarded so closely as the
other straits mentioned.

Japanese officers informed the crew of
the Wyfield that they had a list of ev-
ery vessel crossing the Pacific heading
for Vladivostok. This list, they said,
showed to a number of the crew and it
mentioned among other vessels those of
the Tacoma and Arab. These ships, the
Wyfield men consider, have not the
least chance of reaching Vladivostok.

THE LUMBER FLEET.

The ship County of Down, which
went to sea from Vancouver Friday,
carries a cargo of 90,000 more feet of lum-
ber than she had when she last sailed
from British Columbia. She has been
loaded by the Vancouver & Victoria
Sawmilling Company, which explains
this fact. To the ship this means an in-
crease in the earnings of the voyage of
something like \$1,250. The cargo
amounts to 1,304,652 feet. It is con-
signed to London, and was loaded at the
Hastings mill. Another ship, which has
been loaded at Hastings and which will
sail in a few days, is the Nelson, which has
cargo for the United Kingdom. The
Hastings mill, which will be towed to Vancouver
on Monday, where she will load for
Callao, and the Inverness, after dis-
charging at the Terminal City, will be
taken to Chemunus on Tuesday to re-
ceive cargo for Australia.

FOR PROVINCIAL MUSEUM.

A huge sea lion twenty feet long ar-
rived here on Saturday on the steamer
Teas from Alert Bay. It was killed by
Huson brothers, of Alert Bay, who
have sent it south, consigned to the
curator of the provincial museum, where
it will be placed on exhibition.
The Teas brought south an insane
Chinaman from Bella Coola, in charge of
Constable Carlson. The Indian who
was recently shot in the north is reported
to be recovering from his wounds. An-
other Indian had his ribs crushed in an
accident, the circumstances of which have
not been learned.

Among the passengers to arrive on the

Just received from the Old Country a fine assortment
of Potted Meats and Fish and

Potted Chicken and Ham
Potted Turkey and Tongue
Potted Beef
Potted Ham
Potted Game
Bloaters Paste
Anchovy Paste
Salmon and Shrimp

3 Tins For 25c
The Saunders Grocery Co., Ltd.
Phone 28. Johnson Street.

CANNED VEGETABLES

Quaker Brand Tomatoes, 2 for - 25c
Quaker Brand Corn, 2 for - 25c
Quaker Brand Peas, each - 10c
Quaker Brand, Early June Peas, 2 for 25c

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