IDE
to Buy
ed Paints and Oils.
d Ranges, Creosote
nd Tinware.
mail orders.
l & Co.
Victoria, B. C

rowne's
DYNE
GENUINE
n Remedy for
ronchitis, Neuralgia,
, Spasms, etc.
the name of the Inventor,
Browne
Physicians accompany each
6, by all Chemists.
VENPORT. Londo
Toronto.

, London,
GENTS FOR
'S WHISKEY
ving Notice and Signature.
of genuineness, we would re-
, and to our Trade Mark and
ge mark."
Ston"
ltd.

nneth put his whole soul in one stabbed the animal in the side. erine sprang into the air to a b, its warm blood spurting all hunter. But Kenneth had not see where the animal would having reason to believe it land on him, so he let go all tumbled from his perch, and, enough to grab another lower en, his ardor somewhat cooled, nded in more orderly fashion, d the tree with his ax. When crashed to earth the wolverine d.

WATER'S NEW CAPTAIN.

S. Shearwater, now en route sea in command of Lieut. Capt. Hunt being obliged to Victoria owing to the neces- n operation for appendicitis, a new commander from Aug- Capt. Adrian G. Allgood has ointed to relieve Commander nt. Capt. Allgood commenced career in July, 1880, was sub-lieutenant in 1886, lieu- 1890, and reached his present three years ago. He has a rd of service on almost every the Empire, and has had the of seeing a bit of the real campaigning. He was a naval board the Agincourt during the war, 1882 (Egyptian medal ive's star.) was a sub-lieuten- Racer during the operations 1888-89, under Sir C. Gren- Lord Grenfell—and was em- landing a 64-pounder of the nd mounting it in the trench- e action of Gemaizah, he was nsport officer, and in charge ns of the Racer (clasp to

Vonderful Record.
e up by improved and exact Dr. Pierce's Favorite Prescrip- most efficient remedy for regu- the womanly functions, correct- ements, as prolapsus, antever- version, overcoming painful ning up the nerves and bring- a perfect state of health. It backache, periodical headaches, ng-down distress in the pelvic e pain and tenderness over ominal region, dries up the arrhal drain, so disagreeable tening, and overcomes every eakness incident to the organs feminine.
te Prescription" is the only for women, the makers of not afraid to print their n the bottle wrapper, thus ir patrons into their full con- s is the only medicine for ery ingredient of which has rest possible endorsement of eminent medical practitioners rs of our day, recommending diseases for which "Favorite n" is used. It is the only medicine for women, sold druggists, which does not con- ge percentage of alcohol, so the long run, especially to omen. It has more genuine s credit than all other medi- women combined, having usands of sufferers from the lable and the surgeon's knife. ored delicate, weak women to vigorous health and virility. therhood possible, where there ness before, thereby bright- making happy many thousands y the advent of little ones to the marital bonds and add here gloom and despondency d before.
Dr. R. V. Pierce. He will send fatherly, professional advice, sealed envelope, absolutely ress him at Buffalo, N. Y. e's Pleasant Pellets do not y effectually cleanse the sys- mulated impurities.
ple's Common Sense Medical Dr. Pierce, 1008 pages, is sent pt of stamps to pay expense and mailing *only*. Send 31 amps for the book in paper stamps for the cloth-bound ddress as above.

ARRANGING SESSION OF TRADES CONGRESS

Deputation Waits on City Council to Enlist Proper Degree of Support.

GENERAL CIVIC BUSINESS TRANSACTED

North Ward Park By-Law to Be Submitted to Ratepayers on August 30th.

(From Wednesday's Daily.)

At the regular meeting of the city council last night it was decided that the bylaw to provide a park for North Ward should be submitted to the ratepayers on August 30. A bylaw authorizing the construction of certain concrete sidewalks was advanced several stages. The meeting was also waited on by a delegation from the Trades and Labor Council. J. D. McNiven, M. P. P., on behalf of the Trades and Labor Council, said he was present with a view to obtaining the assistance of the board towards a reception to the delegates to the Dominion Trades and Labor Congress, whose annual convention is to be held this year in Victoria. He said that in past years it had been the custom for the corporation to donate a sum to the Labor Day celebration, and this year the council desired that it be devoted to the

Reception of the Delegates

He pointed out the many advantages that would accrue from the visit of the delegates, and that the committees had been appointed in a public way, in which three were appointed from the Board of Aldermen, three from the Board of Trade, three from the Tourist Association and three from the Trades and Labor Council. He pointed out that every cent would be accounted for, and requested that the council take the matter into consideration and give a liberal donation.

In answer to Ald. Yates, Mr. McNiven said that the committee would be satisfied with their usual grant.

The matter was referred to the finance committee.

Ernest Temple requested that the sidewalk on Victoria crescent be extended.

Referred to the city engineer and streets, sewers and bridges committee.

Alf. Taylor asked if the corporation had decided to install the Taylor patent fire alarm in the new Old Men's Home, as he would like to have the photograph of the building in his catalogue, which is now practically complete.

Referred to the Home committee.

F. Landsberg asked permission to place a totem pole in front of his new premises on Government street. He pointed out that the pole was the height of the first storey and ten inches thick.

Ald. Fullerton moved that the request be granted, as a similar request had been granted to Mr. Aaronson.

Ald. Stewart said he was

Not in Favor of the Motion

He pointed out that when Mr. Aaronson requested permission it was for three months, as he had a prospective customer and expected to dispose of it within that time. He moved that the communication be laid on the table, to give an opportunity to look into the correspondence regarding the request of Mr. Aaronson. He pointed out that the council were averse to having any poles on the streets, and they were establishing a bad precedent. The amendment was carried.

A communication from the secretary of the Pacific Coast Fire Chiefs' Association, requesting that the chief of the fire department be allowed to attend the meeting to be held in Calgary on August 27 and 28. Received and filed.

A communication was received from Mrs. Drosdovitch, requesting that she be given an opportunity to save the buildings on Pandora street, and promised, if the request was granted, to put them in a sanitary condition.

Received and filed and Mrs. Drosdovitch to be notified that she has had all the opportunity necessary.

A report from the city assessor and city engineer on an over-assessment in bylaw No. 10 was received and adopted.

The city solicitor notified the council that he had entered an appearance in the suit of Watson Clark vs. the Corporation, which was received and filed.

James L. Raymur, water commissioner, recommended that the request for the extension of the water main by Mr. McGill on Pandora street, be made.

J. L. Raymur, Water Commissioner, stated that if it was the intention to pave Wharf street, it would be necessary to lay an 8-inch water main.

Laid on the table.

A petition was received from the tenants of the premises on Trounce avenue, requesting that some action be taken to prevent the C. P. R. telegraph boys from using Trounce avenue as a playground.

Ald. Stewart pointed out that the avenue was private property, and the city could not say whether the boys would be allowed to play there or not.

Ald. Yates said that the city had a right to prevent a nuisance on private property. He moved that the C. P. R. be requested to attend to the boys and keep them in order.

Ald. Davey moved that the communication be referred to the police commissioners.

Ald. Hall seconded the amendment and he also called attention to the fact that there was considerable bad language.

His Worship was of the opinion that by referring the matter to the police commissioners they were losing too much time.

Ald. Yates wished to know if the communication was addressed to the mayor or the council.

His Worship replied that it was addressed to himself.

Ald. Yates—In that case it does not mean to come to the council.

The amendment by Ald. Yates was carried.

The residents of Quadra street between Mason and Frederick streets requested that a permanent sidewalk be laid on the west side of that street.

Ald. Stewart pointed out that the work had

Already Been Turned Down

by the residents.

The petition was referred to the streets committee.

The finance committee recommended that the sum of $200 be granted to complete surveys of Highland district. The report was adopted.

The same committee presented accounts amounting to $6666, including a grant of $50 towards defraying the expenses of the J. B. A. A. four-oared crew to Nelson.

The report was adopted and the accounts ordered paid.

The park committee reported that they had interviewed the butchers of the city regarding a flock of sheep to graze on the park, and none of them would agree to the proposal.

Ald. Douglas said it was impossible to get sheep at this time of the year, but the matter could be laid over for the council of next year.

Ald. Goodacre said if sheep were placed in the park at present they would do no good, as they would not eat the grass.

His Worship said he would like to see the report referred back to the committee in order that it might not be turned down.

Ald. Yates wanted to know how much money the city had to buy sheep. He also pointed out that if sheep were placed in the park it would be necessary to fence in the flower beds.

Ald. Stewart said that instead of having herders it would be better to have them cutting the grass and keeping it in order.

Question of Sheep Herding

His Worship said that they have sheep in all the parks in the old country.

Ald. Douglas said that in the old country they had sheep rails. He said that the hay had been cut.

His Worship said that if the grass was cut it was very poorly done, and it was disgusting to see the manner in which the grass had been attended to. He said that he was willing to give his personal bond for any damage that would be done by the sheep.

Ald. Douglas said that it was impossible to cut the grass over the rocks. He thought it was unfair to criticize the park committee.

The report was adopted.

The streets, sewers and bridges committee reported that as the contractor for the supply of gravel for the sidewalks had refused to continue his contract, the engineer be instructed to arrange with other dealers to supply gravel.

Ald. Vincent moved the adoption of the report, which was seconded by Ald. Stewart, who stated that the contractor had refused to continue his contract under the present schedule. He pointed out that there was no bond but a ten per cent. hold-back was held.

Ald. Hall said that in future the council should not encourage contractors to tender too low.

The report was adopted.

A motion by Ald. Stewart regarding the sale of a portion of the Cameron property was carried.

General Business

Ald. Vincent moved that a permanent sidewalk be laid on Stanley avenue, between Fort and Pandora, which was carried.

A motion by Ald. Stewart dealing with a re-assessment under bylaw No. 477 was carried.

His Worship inquired if the liquor license bylaw was ready, or if it would be ready next Monday.

Ald. Davey said "I am afraid not."

His Worship—In that case I think it would be well if you reported the bylaw to the council. [illegible]

The North Ward park was then taken up.

Ald. Hall suggested that the bylaw should not be put before the people till the other bylaws were ready.

His Worship was of the opinion that it should not be put before the people till the water question was discussed.

Ald. Fullerton—Till what is discussed? I don't see how you can do that. The water has nothing to do with the matter. It was decided to submit the bylaw to the ratepayers on August 30th. The bylaws referring to the sale of the Cameron property and concrete sidewalks were read and discussed in committee and passed.

Before adjourning Ald. Yates suggested that the fire wardens should purchase three or four thousand feet of hose which might be used to pump salt water in case of fires.

Ald. Vincent also drew attention to the fact that Vancouver was in a worse plight than Victoria, and they have now stopped sprinkling. The meeting then adjourned.

ORGANIZED SEARCH.

The British Columbia government has increased the reward for the arrest of the Hazelton murderers Simon Gun-a-Noot and Peter Hyemadam from $300 to $600. A Hazelton despatch says: "John Flewin, government agent at Port Simpson, arrived here some days ago and after completing the organization of a party to hunt down the Indian murderer Simon Gun-a-Noot and his brother-in-law Peter Hyemadam, who is supposed to be identified with the crime, returned to Port Simpson.

The party, consisting of five men in charge of Government Agent Berryman, from Aldermere, Bulkley Valley, took packhorses and provisions sufficient to last them till the fall, and started for Kishgigash, the Indian village about seventy miles northeast of here on the Bear lake trail, where the Indians wanted were last heard of.

A MODERN COLLIER.

Advices from England tell of the trial of a modern collier or bulk-cargo carrier, which is considered a great improvement upon present vessels. The new steamer was recently built by Raylton, Dixon & Co., Ltd., Middlesborough, England, with cantilever frames on Harroway and Dixon and Priestman and Livingston and Sangerson's patents. Built to the order of Statsraad, on behalf of the Aktieselskabet "Borgestad," of Porsgrund, Norway, she is intended for the charter of the Dominion Coal company, of Sydney, Cape Breton, to be employed for seven months of the year in their coal carrying trade from their coal fields to Montreal, a distance of about 1,000 miles, and is so designed as to carry over 7,000 tons on a draught of 23 feet, 1 inch at a speed of 11 knots loaded, and over 12 knots light, so as to complete the round voyage in seven days, including loading and discharging. She is built with hatchways 30 feet wide, so as to facilitate loading from the shoots, which is done in three or four hours, and is discharged by means of wharf cranes on the staiths at Montreal with steam grabs which remove 1,000 tons per hour; both operations are performed without any coal trimmers. Her permanent bunkers, also self-trimming, contain over 300 tons. Another feature about her is that she carries 2,200 tons of water ballast, or 75 per cent more than the ordinary collier, and of this, 800 tons are carried under her deck on each side at the top of the holds. This ballast gives steadiness, and enables the vessel, with engines placed aft, to be trimmed as desired; and in ballast only gives deep immersion to the propellers.

B. C. CLAY DEPOSITS.

A Victoria Man Gives Some Information to the Montreal Star.

The Montreal Daily Star in a recent issue had the following: "Mr. Henry A. Gaddens, of Victoria, speaking last night at the Queen's on the scarcity of building materials in the province, stated that owing to the great influx of people into British Columbia, all material suitable for building purposes has become of the greatest economic value.

"The matter," said he, "has been brought to the attention of the Dominion government, and steps are to be taken this season to investigate the different deposits of fire clay and gypsum that have been discovered in different parts of British Columbia.

"Our city of Victoria has a special interest in this matter, as the manufacture of brick and terra cotta are two of the staple industries of the city, and as the quality of the goods produced is superior to that of almost any other portion of the province, a careful official report on the subject of clays suitable for this purpose will be of the greatest importance.

"This will be the first time that clay deposits have been the subject of an extended official report, and the conclusions will be awaited with great interest. All the known deposits in the province will be examined and samples taken, and a complete chemical analysis of the contents made.

"An extended examination will be made of the west coast of Vancouver Island. This report will supplement those of the various mining recorders, and give expert opinion on the occurrence of different minerals and the chances for the continuity of the deposits."

FARMERS' INSTITUTES.

Itinerary of Prof. Shutt, Who Will Tour the Province.

Prof. F. T. Shutt, chemist, Central Experimental Farm, Ottawa, is expected to reach Victoria on the 31st inst., for the purpose of making a tour through parts of the province not hitherto visited by him, and will be accompanied by J. R. Anderson, deputy minister of agriculture.

Prof. Shutt's visit is principally for the purpose of studying the soil and kindred conditions, giving advice on such matters as come within the purview of his department and incidentally to give addresses at any meetings that may be arranged on soil cultivation in reference to the successful growing of crops and other subjects of a similar character.

This visit will afford a good opportunity to obtain an expert opinion (not an analysis) on soils and water, and it is therefore desirable that samples be brought to the meetings for the purpose.

J. R. Anderson, will, if required give demonstrations and addresses on fruit culture and in Institute matters.

Following is the itinerary which has been arranged: Wednesday and Thursday, 1st and 2nd August, Victoria and vicinity; Friday, 3rd August, Metchosin; Monday and Tuesday, 6th and 7th, August, Delta; Thursday, 9th August, Keremeos; Friday, 10th August, Penticton; Saturday, 11th August, Vernon; Monday, 13th August, Armstrong; Wednesday, 15th August, Golden; Thursday, 17th, to Tuesday 21st August, Windermer and Wilmer; Thursday and Friday, 23rd to 24th August, Fort Steele and Cranbrook; Saturday, 25th to Monday 27th August, Nelson; Tuesday and Wednesday, 28th to 29th August, Slocan City; Thursday and Friday, 30th and 31st August, Kaslo.

SKETCH OF CAREER OF LATE W. B. TOWNSEND

Deceased Arrived in Victoria in 1865 on the Sailing Ship Ann Adamson.

W. B. Townsend, right-of-way agent for the Great Northern Railway, who was killed in the accident at Beaver Canyon on the Spokane Falls & Northern Railway on Saturday, arrived in Victoria in 1865 on the ship Ann Adamson, which had to be sailed into harbor by a few male and female passengers on account of practically the entire crew being dead or dying of scurvy. When the ship docked at Fort Victoria most of her crew were dead and the rest were lying aboard helpless owing to the ravages of the dread disease, and only the health and pluck of a few men and of the women among the passengers enabled her to reach port at all.

This was not the only unpleasant experience encountered on the voyage. Mr. Townsend and his wife started from England on the Mindoro, which was wrecked before she got out of the English Channel, and the passengers who escaped were landed at Dover with scarcely clothing enough to cover them.

Mr. Townsend then took passage on the Ann Adamson, which was eight months in making the passage. For weeks she fought the elements off the Horn, and when she finally rounded that point the scurvy had broken out and the male and female passengers had practically to man the vessel for the rest of the voyage. Prior to this Mr. Townsend had served with the Baltic Fleet

In the Crimean War

under Admiral Dundas, and had twice voyaged to the Columbia River and Fort Victoria on the Princess Royal, the pioneer ship of the Hudson Bay Company.

After finally settling in British Columbia Mr. Townsend became actively associated with the advancement and enterprises of the young colony. He was elected mayor of New Westminster in 1889 and again in 1892. He owned and operated the New Westminster-Port Moody stage line and the steamer Gladys, and was actively interested in several other local enterprises.

He moved to Rossland about ten years ago, but had latterly resided at Nelson with his wife and son-in-law.

At the time of his death Mr. Townsend was right-of-way agent for the Great Northern Railway, and in that capacity he was a frequent visitor to New Westminster. While in the city he stayed at the Colonial Hotel, where he was a general favorite. He left New Westminster last Wednesday for Nelson, travelling via Seattle, and was on his way home when he met his death. He had many old friends in New Westminster and Victoria, who will regret to learn of his death and whose sympathies will go out to his family on this sad occasion.

At a meeting of the New Westminster city council a unanimous resolution of sympathy with his widow and family was passed.

CAPTAIN GRIFFITH HAS BEEN ARRESTED

Charged With Manslaughter on Account of Collision With Tug Chehalis.

BAIL IS FIXED AT FOUR THOUSAND

Experiences of Survivors of the Disaster in the Narrows at Vancouver.

(From Wednesday's Daily.)

The master of the steamer Princess Victoria, Capt. J. O. Griffith, has been arrested at Vancouver on a charge of manslaughter, and released on $4,000 bail. After the Princess Victoria continued on her way to Victoria after the collision with the tug Chehalis on Saturday, Robert H. Bryce, one of the survivors whose wife was drowned, preferred a charge of manslaughter against Capt. J. O. Griffith. Chief of Police Chisholm telegraphed to John M. Langley, the local chief of police, asking him to arrest Capt. Griffith. On receipt of the telegram Chief Langley discussed the matter with Capt. J. W. Troup, superintendent of the C. P. R. Steamship company, and decided to wait until Sunday morning and sent an officer to Vancouver on board the steamer with Capt. Griffith, who was still in command of the ferry liner. At 7:30 a. m. on Sunday, Sergeant Redgrave embarked on the Princess Victoria with the other passengers, his instructions being to keep Capt. Griffith under surveillance until the Vancouver police boarded the steamer on arrival at the terminal port. Capt. J. W. Troup, superintendent of the C. P. R. Steamship company and Mr. Bullock, chief detective of the C. P. R. were other passengers. Capt. Griffith was not informed of the action, although he surmised the object of the officer's journey. He was taken to the Vancouver police station on arrival of the steamer and Capt. Hickey, who had gone to Vancouver for that purpose, took command of the steamer. Capt. Griffith was promptly released on bail, $4,000 being deposited as bonds for him by C. P. R. officials.

Capt. Griffith appeared before the police magistrate at Vancouver yesterday morning on the charge of manslaughter and was remanded. Arrivals from Vancouver by the Princess Victoria yesterday stated that there was considerable feeling against him in some quarters, and one of the survivors approached him when he was entering the court house yesterday and threatened to assault him. The C. P. R. Steamship company is demanding that an

Investigation Be Held

into the circumstances of the wreck, the officials being confident that investigation will show that the ferry steamer was not at fault. A despatch from Vancouver says: Capt. Troup says Griffith blew two blasts of the whistle as he came up to signify he was going on the Chehalis' port. A moment later he was surprised to see the tug turn to port. He reversed the engines, and the propellers were backing when the collision came. J. O. Benwell says he was on the stern of the Chehalis with Chick. The latter said that the Victoria would run into them. Benwell said: 'No, we will have to go behind and outside.'"

Capt. J. O. Griffith is quoted as follows in describing the collision:

"We were rounding Brockton point, in the Vancouver narrows, and were bucking a heavy tide. In these narrows the tide runs like a mill race and it requires careful handling to get a vessel through. As we came around the point there was a gasoline launch on our port bow and the tug Chehalis on the starboard. At this point the channel is so narrow that our only course was to steady our helm and go between the two craft. I was on the bridge with the pilot and ordered two whistles blown to notify the tug that I was to go to port. Suddenly I saw the tug swerve from her course and lay directly across our bows. I ordered full speed astern and the engines responded at once. I could not turn to the starboard without running down the gasoline launch and it was impossible to go to port for fear of striking the tug. I was in hopes that we would be able to back before the vessels struck. When we came within about a boat length the tide seemed to veer the tug around and her port quarter struck our bow. The momentum was so great that, added to the strong tide, it rolled the vessel over and in a quarter of a minute she went down. There was no smashing of the timbers or severe shock.

"I saw one man on the bow spring overboard just as we struck, and then others leaped from the craft. She went over like a flash, and before we could realize what had happened the tug had sunk. We at once got out our boats and picked up the survivors. They consisted of six people, the captain being among them. I at once went back to the Vancouver dock and landed the survivors. It was a deplorable affair."

Captain James Howse

master of the Chehalis, who was almost prostrated when carried ashore from the Princess Victoria at Vancouver, having received a severe blow in the side after the impact, had tears streaming down his cheeks as he related a few incidents regarding the accident. He said:

"I was heading for the north shore to get out of the flood current as much as possible. I thought we were making good time and did not bother about looking behind me. I had just altered my course a little more to starboard when I suddenly heard a whistle behind me, and looking back out of the pilot house I saw the Princess Victoria right on top of me.

"There was no chance for me to get out of the way then, but I put the helm hard over and attempted to get clear. Then the crash came. It was awful.

"The Chehalis rolled clean over, something struck me on the head just as I tried to get out of the wheel house when she righted again. Then I saw that the Chehalis was practically cut in two and sinking.

"I tried to get to Mrs. Bryce, whom I saw struggling in the water, to save her, but just then I was struck again. It hit me an awful blow in the side. It's beginning to hurt worse. I only wish Mrs. Bryce had been saved, and my poor engineer and fireman."

At this point Capt. Howse's feeling overcame him and he sobbed convulsively. He attempted to rise, but the pain of his side was too much for him and he fainted.

W. Hester, a seafaring man, who has spent practically all his life on the water, was on the Princess. He said that the ship was coming through the narrows and that according to all rules she had the right-of-way. He also said that the Princess gave the signals required, which were responded to by the tug, but that the latter was caught in the strong tide rip and would not respond to the helm. "We struck her amidship and cut the other boat fairly in two. Every effort was made by the crew of our boat to save those who were on the tug, and we stopped within a few lengths. It was an unfortunate accident, but no blame can attach to the officers of the Princess."

Mr. C. A. Dean, the engineer of the Chehalis, was picked up out of the boiling tide-race by Lightkeeper Jones of Brockton Point. The engineer was suffering greatly from exposure and nervous shock. When the tug went down he was carried completely under, and for one sickening moment the whirling propeller-blades scraped his body. He struck for the surface, however, and Mr. Jones sighted him in the nick of time. Mr. Jones carried him to the lighthouse and gave him every attention, and a few hours afterwards he was sufficiently recovered to return to his home.

One of the most

Thrilling Escapes

of all was that of Mr. J. O. Benwell. Mr. Benwell, Mr. P. J. Chick and Mrs. R. H. Bryce were having luncheon together in the cabin when the collision occurred. Both Mr. Benwell and Mr. Chick rushed together to the door, and with hand clasped over hand vainly tried to open it. The tug by this time was sinking below the surface of the inlet, and the water was rushing into the cabin. By singular good fortune, Mr. Benwell got his head through a window, and passing through thus escaped and managed to reach the surface.

P. G. Shallcross, brother of J. J. Shallcross of this city, another survivor said:

"I was not on deck when it happened but I got on deck very soon afterward, you may be sure. Just as I got to the deck I was hurled into the water. The current was running strong, and as I tried to swim toward the Princess Victoria I recognized Miss Tatlow up on deck among the passengers on the steamer. She threw me a life-preserver, and that undoubtedly saved my life, as I had almost exhausted myself trying to make headway against the current."

"I was sitting with Mrs. Bryce in the cabin when the boats were drawing together, and

Could See the Princess Victoria

as she drew near. I did not think of collision until I heard a man shout that the Victoria would strike us. With that I jumped up to get out of the cabin, and as I got on my feet I saw that Mrs. Bryce evidently not realizing the seriousness of the occasion or struck by fear, had not moved from her chair. I ran towards her, but just as I started there was a tremendous shock, and I was thrown against the side of the cabin At the same instant the water poured in, and in the darkness I could not locate her.

"Very fortunately I did not have heavy clothes on. I had changed my business suit for a flannel one, and had light shoes instead of boots. When the cabin was flooded, I thought that was the beginning of the end, for it seemed to be impossible to get out. Being a swimmer and used to the water, I held my breath until I felt my lungs pain, and in easing them I took a couple of gulps of water. At the same instant I felt a suction in the water, the two doors of the cabin being opposite each other. I struck on the side of one of the openings and managed to get through, though not without some difficulty. It was but a moment after that I was on the surface and breathed the good air once more. I

Went Right Under

the Victoria and came up on the other side. Another moment and I could not have stood it. The water I took was choking me, and had I not got into the suction by moving around as I was in my effort to escape I would soon have had enough water in me to send me down.

"I do not know what became of Mrs. Bryce. When the water made everything dark she was sitting where I saw her last, and I did not even feel her when struggling in the water inside the cabin. I heard someone say that she came to the surface once, but I hardly think it possible. It is more than likely that she was imprisoned in the cabin and went down with the boat."

"An empty orange crate thrown to me by some of the deckhands on the steamer Princess Victoria is what I can thank for being here at present," said Mr. Rich, who was one of the saved. He too, was on his way up the coast on a camping trip with Mr. Shallcross, and did not know of danger until the crash came.

Mr. Benwell, when seen after the accident, said that when the shock occurred, he was having luncheon in the cabin with Mrs. Bryce, Mr. Chick, and Mr. Shallcross. They were having a pleasant time together, and were going to sit down and have a game of cards afterwards. "When the shock came," he said, "Mr. Chick and I rushed to the door together, and both placed our hands on the knob and tried with our combined force to open it. That was the last I saw of poor Chick, whose hand was in mine as he went down. By this time we were sinking rapidly into the inlet and the water was rushing into the cabin. Somehow or other I got my head through an open window, and I soon afterwards came to the surface. After swimming about for what seemed a terribly long time, I was picked up and brought ashore. A strange thing was that when I felt in my pockets they were

Full of Small Pieces of Coal

These were not there when I went down, and must have got in while I was under the water."

A sad scene occurred while Mr. Benwell was talking to a group of friends in the Union Steamship office. A lady entered and looking around, asked, "Does anyone know whether Mr. Benwell's little boy was saved?"

Mr. Benwell paused to steady himself for a moment, and his lips quivered. "Mr. Benwell's little boy was drowned," he said in a broken voice. The lady turned sorrowfully away, and Mr. Benwell had then the sad task of breaking the news to his family at home.

A Pathetic Incident

"One of the most pathetic incidents connected with that wreck was the effect on Robert Bryce, freight clerk of the steamer Cassiar, when he was informed that his wife had been drowned. He had been picked up by the lifeboat and had been brought back within hailing distance of the Victoria. As soon as it was possible for him to be heard, he called to us asking for news of Mrs. Bryce. When he was told that she had been drowned he stood for an instant looking at Capt. Griffith and raising his arm shook his clenched fist at the captain, then covering his face with his hands collapsed in the bottom of the boat. He was taken back to Vancouver.

Dr. W. A. B. Hutton, was not seen after the collision. He was with Mrs. Bryce and Mr. Shallcross in the steamer's cabin. Dr. Hutton was for the past 18 months connected with the Anglican mission ship Columbia, which does mission work among the loggers up the coast. His headquarters were at Rock bay. After a hard stretch of work he had come down for a holiday, an assistant who had been appointed having gone up last week. Dr. Hutton was an expert chemist and possessed a practical knowledge of oyster culture. It was in this capacity that he became interested in the oyster project at Blunden harbor, along with Mr. Bryce and Mr. Chick, and was going up with them on this trip.

He had been on the coast for six or seven years, and his work among the loggers was so satisfactory as a surgeon, that they thought a great deal, both of the man and his ability. Previous to coming West, he was in Winnipeg. He graduated from the Medical college, Manitoba university, and after that was physician-in-charge of the Washington Memorial hospital in Washington, D. C. It was while there that he married. Returning to Winnipeg he became house surgeon in the general hospital in the Prairie capital, and lecturer in chemistry and registrar at Manitoba college. Dr. Hutton's wife died while he was in Winnipeg. He leaves a daughter, nine years of age, who is at present in New York.

The Late Percy Chick

The late Percy J. Chick was a native of England and was about 36 years of age. After completing his education in England at the well known City of London school, on the Thames embankment, where he took a special course in architectural and engineering, he came to Vancouver in the early part of 1890. Soon after his arrival he secured a position with Messrs. Garden, Hermon & Burwell, who were then laying out the first street railway lines here. Later he secured a position in the lighting department of the Vancouver Electric Railway & Light company, and afterwards was draughtsman for Mr. N. S. Hoffar, architect. When the Union Steamship company placed the steamer Comox on the Northern coast run he was appointed purser of that vessel, and on the addition of the steamer Camosun to the company's fleet occupied a similar position on that steamer. A few months ago he was laid low with a severe attack of pneumonia and for some days his life was despaired of. Careful attention at St. Paul's hospital and a good constitution, however, pulled him through, and he was fast recovering his usual health and strength. Acting on the advice of his physician, he resigned his position with the Union Steamship company a few weeks ago and had decided to engage in business either here or in the interior. At the time of the disaster he was en route to Blunden harbor to inspect some oyster beds, of which Mr. Robert Bryce and deceased were the owners.

The late Mr. Chick leaves a widowed mother and several brothers and sisters, all of whom are resident in the Old Country. He was the owner of considerable property in and around this city, including some valuable lots on Granville street.

Mrs. Bryce was for many years head milliner in Drysdale's, and had a host of friends in the city. It was only about 18 months ago that she and Mr. Bryce were married. For the past six months they have made their home in North Vancouver. Mr. and Mrs. Bryce were devotedly attached to each other, and the loss falls on him with dreadful heaviness.

Capt. Hawse, of the Chehalis, was married but two days before the disaster. His bride was Miss Lindsay of Vancouver.

COLLINS SCORES A BIG LEGAL VICTORY

Gets Writ of Error, Which Will Bring His Case Before Supreme Court.

San Francisco, July 24.—(Special)—George D. Collins scored a point yesterday afternoon — the first he has gained since his conviction for perjury—when Judge Hebbard promised him a writ of error that will bring his case before the supreme court of the United States in October.

It had been thought the twice-married lawyer had reached the end of his fight on the technicalities of the law, but his persistence and resource of flaw-picking have again served to give him a tussle with prosecutors and courts. Access to the highest tribunal of the land is the one for which Collins has been working.

The ruling of Judge Hebbard granting the writ of error is a great victory for Collins. The question he has raised involves a federal point. Collins claims that it was an illegal proceeding by which he was extradited from Victoria on one indictment and tried and convicted on an indictment brought subsequent to his return.

The writ of error cannot be taken up before the next term of the supreme court, which will be held in October.

FREIGHT HANDLERS RESUME.

San Francisco, July 25.—The striking freight handlers of the Southern Pacific railway in Oakland resumed work this afternoon, the company agreeing to grant the increase in wages from 22 1-2 cents to 25 cents per hour.

A POLITICAL LINE.

Pacific Coast Steamers Christened "Governor" and "President."

The Pacific Coast company advise us that the sister ship to the steamship President, under construction at the yards of the New York Shipbuilding company at Camden, N. J., will be named the Governor says the Pacific Marine Review. The contract price is about $750,000, the company's well justified and prudent decision to place twin screws in the second vessel indicating, we understand, an increased cost of about $50,000, but which is more than justified by the advantages gained. The vessel is to be delivered in May, 1907. With the President, Senator and Governor this company's fleet should certainly be well equipped politically.

NEGOTIATIONS FOR SEALING AGREEMENT

Comment of U.S. Congressman On the Proposed International Arrangement.

SAYS NATIVES ARE ILL-TREATED

By Lessees of the Rookeries On St. Paul and St. George Islands.

The Washington correspondent of the Seattle Times says: "I learned today," said a member of the house committee on appropriations who is passing through Washington, "that Secretary of State Root took steps before he left for South America to do such an act of kindness to the North American Commercial company as few concerns have ever received from any government. He did the preliminary work looking to an international agreement to stop pelagic sealing in Behring Sea."

"But is not that a laudable proposition?" the member was asked.

"It may prove so in the end," was the reply. Of course I do not know what idea Secretary Root and the president may have behind it. But I do say, and I know from official knowledge, that the American administration of the Pribyloff or Seal islands in the Behring Sea constitutes one of the most damnable outrages on the natives and on the people of this country ever perpetrated. Under the false pretense of preserving the seal herds the natives of those islands are kept in a condition of absolute slavery, of such hopeless servitude that they are dying off so fast that the government has to recruit their ranks from the Aleutian islands from time to time in order to keep enough people there to serve the ends of the North American Commercial company. Nobody except the United States government representatives and employees of the company is allowed to land upon, or even approach the islands, and when a native once puts his foot upon that soil he is there for good and all and never gets away again.

"If pelagic sealing is stopped and the present arrangement with the North American Commercial company is continued that concern will, therefore, make an additional profit of about $80,000 a year. That is why I say Secretary Root has taken steps to do such an extraordinary act of kindness to the North American Commercial company. If he succeeds in stopping pelagic sealing by making an arrangement to that effect with the governments of Great Britain and Japan and others interested, and does not root out the North American Commercial company, it will mean an annual income for the company of more than a million dollars a year on a smaller investment than anyone else can make a million on, unless he steals it outright. To me this company comes mighty near larceny in its operations."

"The present contract of the government with the North American company was made in 1890, I believe, and as it was for twenty years it will expire in 1910. But I have heard nothing to indicate that it is not the intention of the government to renew it. Possibly if we knew who composes the company we could give a better guess as to the prospect for a renewal. About that I know nothing. I only know that the company is making the biggest income out of the smallest investment of any concern I ever heard of, and will probably not want to let go even if all the natives of all Alaska have to be sacrificed on those solitary islands. Certainly nothing can be done if the United States government does not do it, for no one is permitted to approach the islands and no one can learn what is going on there unless he can secure access to the official reports as I have been able to do through my official capacity as a member of congress and of the committee to which the government agents must come for the money with which to feed the natives and carry them along until the company needs them for its next harvest of seal skins."

LIFE-SAVING STATION

Selected for United States Government Near Entrance to Straits.

The United States officials of the life-saving department, who went to Cape Flattery to locate a site for a proposed station have selected Wyatt creek, near Waaddah island. Superintendent Kimbale said: "We spent two days at Waaddah island and vicinity. We were on the island and selected a site for a life saving station on the north end. The cost of the station must not exceed $30,000. Plans and specifications will be prepared as soon as the report is made to the government."

Capt. McLellan who accompanied the superintendent was at one time master of the cutter Manning and is familiar with the coast line as well as Vancouver Island, where the steamship Valencia was wrecked last January with great loss of life. The building of the Waaddah island station is the outcome of a demand for protection made on the part of the public and press in general following the Valencia wreck.

"The tug to be built will be one of the best in the service after it is in commission," said Capt. McLelan. "It is intended that the vessel will be able to go out when needed and if there is a failure to respond it will be on the part of the men in charge. It is our plan to build the best tug possible and the station will have all modern life saving apparatus."

The steamer Tasmanian, which has been commissioned by the Provincial government for police patrol on the Fraser river during the fishing season, arrived at Steveston Monday and yesterday Provincial Constable Munro hoisted his flag upon her, and for the rest of the season will act as marshal of the sockeye run.

British steamer Richmond, laden with cargo from Portland for China, crossed the Columbia bar yesterday en route to Comox for coal.

Steamer Beckingham, which was to have been docked here if the dock at Esquimalt had been available, has been unable to secure a dock at Portland or Bremerton. The steamer is at Portland to load.