

ENGELHORN HAS ROUGH PASSAGE

She Is Buffeted About in Gales In the South Atlantic

RIGGING GOES BY BOARD

Mast and Spars Are Carried Away. Crew Fight for Their Lives

(From Friday's Daily)

The British bark Engelhorn, Capt. Olsen, with 300 tons of cement from Hamburg for Seattle and Tacoma, was towed to Esquimalt yesterday morning by the tug Lorne, which intercepted her with orders issued by C. E. de Wolf & Co., her owners, to come here for survey. The Engelhorn encountered a succession of heavy storms in the South Atlantic which caused some damage to the vessel, while several of the crew sustained injuries as the ship rolled, rails under, continually swept by heavy seas which combed along her decks. The foremast and all the yards except the lower one, two steel yards and three of wood, crashed down, while the bark rolled in the tremendous sea which came with the bill following the first strong gale from the southwest on November 22. J. Hansen, a Swedish sailor, was on the fore lower yard, on the lee side making a gasket when the fore topmast and yards came toppling down in a mass from above him.

Capt. Olsen did not expect to again see the man alive. He shouted to the mate, standing near: "Good Heavens, he's killed."

A few minutes afterward, however, the sailor crawled from among the tangle of the rigging, spars, and buckled, crumpled wreckage, absolutely unhurt. He had seemingly miraculously escaped. Another sailor, standing near, was struck by a falling block and stunned, sustaining a severe gash at the side of his head. Another man, struck by heavy sea which broke over the weather rail and it seemed as though he would be borne overboard. He was swept with a third into the scuppers and was severely injured, being hit against which the sea hurled him.

The gale raised a great sea which continued after the wind fell, the ship laboring more heavily in the lull and big seas broke over her, swishing along the decks. The gale was swept, pots, pans, and combs being carried out by the water which surged through; it even lifted some tiles which had been laid on the deck for days, and days. One gale followed another in rapid succession, and spars, blocks, rigging, etc., hammer-ed from side to side. Some of the heavy yards were swept overboard, but held fast by the steel rigging, and crashed with blows like a steam hammer against the metal of the hull. In the meantime, the ship's company was working desperately to clear away and secure the wreckage, before it accomplished more serious injury. There was no thought of food, even had the cook been able to get main in the galley and prepare it.

For twenty-four hours there was scarcely a biscuit for the workers who toiled as hard as they could on a sailing vessel when their craft is in the danger the Engelhorn was. Ultimately they cut away the tangled rigging, and lashed the buckled, twisted yards, after which rolling and laboring in the seas the bark fought her way slowly toward the Cape.

When the Engelhorn was beating to Cape Horn after experiencing the gales the skipper, Joseph Hayward, an American, shipped from Liverpool, died suddenly of heart disease. He was seen in command of the ship's side in the early morning of the 27th, and died in the afternoon. Capt. Olsen rendered the burial service and the body was lowered into the sea, to sink, to the ocean bed somewhere off the North Falkland Islands.

The Engelhorn left Hamburg 170 days ago, but it was 17 days before she cleared the channel. The tug which took her to Esquimalt, was fast for her for a week, having finally cut her loose and put into Dungeon, being short of coal. Clear of the Channel the Engelhorn made her River Platte she spoke the ship Swanilda, and made a good run to Staten Island. The contrary weather was then experienced, bitter cold, and the Engelhorn was unable to beat her way around Cape Horn. She drifted back, and November 22, the 37th day, which she encountered the gales which wrought damage to her. For five days while the seas flooded her decks the crew fought by the lead at the feet, to the ocean bed somewhere off the North Falkland Islands.

The Engelhorn is anchored at Esquimalt and will be surveyed before proceeding to the Sound, where she will leave about the beginning of next week to discharge her cement cargo. She is chartered to load wheat for the westward for Europe.

drowning when Capt. Olsen arrived in the nick of time to effect a rescue. A medal awaits him, but he is diffident about accepting it. He took the British ship Mozambique from San Francisco home and after a stay with his family in England joined the Engelhorn at Hamburg. Capt. Lovett, former master, well known here, died at Hamburg the day following giving up his command owing to illness.

Mysterious Disappearance.
Winnipeg, Jan. 31.—Considerable mystery surrounds the sudden disappearance of Lillian Murray, who came from St. John, N.B., last year. A letter dated Jan. 13th, written to friends in St. John, stated that she had just arrived in Winnipeg from Starbuck, Man. A little later friends received a letter from Mrs. M. Wilson stating that Miss Murray was suffering from brain fever.

Ontario Disease Record
Toronto, Jan. 31.—Returns to the provincial board of health from the 752 divisions of the province show that smallpox, scarlet fever, diphtheria and measles have been more prevalent in the month of December than in the corresponding month a year ago.

ENGINEER DISMISSED
Winnipeg Board of Control Terminates Engagement of Cecil B. Smith

Winnipeg, Jan. 31.—The following recommendation to the council was passed by the board of control this morning: "That in accordance with the terms of the agreement between the city of Winnipeg and Cecil B. Smith, dated October 8, 1906, the relationship of client and engineer be, and is hereby terminated, and that the said Cecil B. Smith be paid \$2,500 being six months' salary less of the notice of termination of said relationship." The vote on the motion was unanimous. This recommendation is the result of a personal disagreement between Mayor Ashdown and Cecil B. Smith, the engineer engaged by the city to begin the construction of the municipal power plant at a cost of three to four millions.

The mayor said he had nothing to say about the action of the board. One councillor gave "insubordination" as the reason.

WRECKAGE INDICATES LOSS OF HARTFIELD

Description of Debris at Estevan—Lifebelts Seemed to Have Been Used

(From Friday's Daily)

A detailed description of the wreckage recently found on the rocks near Estevan point has been received from the west coast from a party which searched the coast line between there and Nooksa, investigating the debris scattered along the coast. There is considerable wreckage, but other than on a small ornamental lifebuoy which is there any mark, or name, likely to lead to identification. The lifebuoy was evidently lettered with pencil by an illiterate man, or foreigner, the port name being wrongly spelled. The lettering is "Hartfield of Liverpool."

A large ship's boat of the usual clinker-built type carried by sailing junks was found broken on the rocks. It is 18 or 20 feet long, painted black outside to the waterline, white top and green inside. There were also planking with considerable paneling and the hull had been partitioned off, or walls of cabins and five cork life preservers. These were found at different places along the beach and all used. The broken strings of the life belts, which were of the common cork-filled belt type with gray canvas covering, seemed to the finders to indicate that they had seen and about some victims of a disaster. There was much planking that seemed to be interior fittings of cabins, some painted white, some pink and some blue. There were also a number of hardwood fittings, like rims of ports, a piece of hardwood that seemed like the case that had held a barometer, and other flotsam.

It was scattered for a considerable distance along the beach. It was about December 26, following some heavy storm, that the wreckage was first reported, and Antoine Luchette, storekeeper at Hesquelt, went along the shoreline to investigate. He returned and reported that he believed the wreckage had been blown in that vicinity. Further search the next day revealed additional wreckage that had come ashore, and for three days more continued to come.

The finding of the wreckage has given rise to considerable anxiety for the ship Hartfield, which is overdue on a voyage from Valparaiso to Esquimalt. The Hartfield is in the overdue list and reinsured at 85 per cent. Now she is uninsurable, the general belief being that she has foundered. It was thought for a time following the first report of the finding of the wreckage two weeks ago that the ship's decks may have been swept, but when the days lengthened into weeks and no further word was received of the Hartfield, which is now 98 days out from the southern port, at least twenty days overdue, the belief was strengthened that she had foundered.

AMUR CARRIES A FULL COMPLEMENT

Travel to Northern British Columbia Will Be Heavy During This Season

QUEEN CHARLOTTE'S BUSY

Local Canning and Packing Company to Work on Large Scale at Skidegate

(From Sunday's Daily)

Steamer Amur, which left last night for northern British Columbia ports and Queen Charlotte Islands, was crowded; there were more passengers than berths could be found for. This being usually the slackest season of the year for northern travel the fact that the Amur was full when she sailed last night is taken as an indication of the promise of a great increase in the trade with northern ports this summer. Several new industries are being established, and with the increased settlement, the work in connection with the new trans-continental road, the development of Queen Charlotte Islands, the coming season is expected to be the busiest yet.

Among the passengers of the Amur were some employees of the Amur, Charlotte Oil & Packing Company, Limited, which has been reorganized to develop the fishing and packing industry, etc., at Skidegate on a large increased scale. W. L. Leary, who has bought out Capt. Oliver's interests at Skidegate and been appointed manager of the new company, will leave on the next trip of the steamer. It is proposed to purchase a steamer for the use of the company which will be used to tow the dories and boats of the fishing camps from place to place on the northern islands and carry the catches to the factory.

A meeting of the shareholders of the company has just been held and the following directors appointed: W. H. Dempster, Simon Leiser, Herbert Macdon, and John Mathers, the last named being one of the passengers who went north on the steamer Amur last night bound to Skidegate. The company at Skidegate will pack salmon and other fish, and will put up a considerable amount of dog food, for which there is a large demand. About three times the amount of oil previously put up is expected to be shipped during the coming summer. A large general store, with a stock worth \$15,000, will be maintained at Skidegate for the supply of prospectors, timber cutters, fishermen, etc. A large supply of little neck clams was canned during the year and it is expected there will be a big demand for these during the current year. Simon Leiser & Co. are sole agents for the steamer.

The government is to construct a wharf at Skidegate this summer and a trail will probably be built to Masset and the north end of the island, which will aid the settlers who are taking up land there. Among the passengers who went north on the Amur were a party of settlers bound to the section of the Queen Charlotte Islands. The party, which consists of fifteen people, being headed by J. C. Calhoun, of Ladner's Landing, who recently disposed of his holdings on the island. Fifteen in number, were among the passengers of the steamer Vadoz when she ran ashore at Cape Lazo when en route to the north, and secured her outfit from Simon Leiser & Co. here. The Amur will make a special trip to Masset to land them.

There were also several timber cutters, some speculators bound to Prince Rupert, to look over lands in that section, and others. Among those who embarked at this port were H. Casey, H. C. Anchor, J. Mathews, Messrs. Dery, E. J. Calhoun, J. C. Calhoun, J. Calhoun, J. T. Mason, E. J. Tingley, J. Tingley, H. Rumble, J. E. Johnson and Family, C. D. Emmons, H. N. Lawrie, A. Stewart and C. L. Cullin.

The steamer Tees also left last night, bound to Clayoquot and way to the port of the west coast of Vancouver Island. Among the passengers of the steamer were: Messrs. Turnbull, Logan, H. L. Gray, Henley, J. Quinton, Townsley, Youll, Mesher, Stone, A. B. Jones and P. Vandace.

JUST COMMENCED

CAMPBELL'S

JUST COMMENCED



The Sale of the Season

OUR WHITE WEAR SALE is undoubtedly the SALE OF THE SEASON, for, by holding it at this date, we have been able to include the matchless creations which are usually displayed for the first time in London, Paris and New York during the month of May. In doing this, we give the ladies of Victoria and visitors to our city a double advantage, for not only is every item of our bewitching whitewear absolutely the VERY LATEST in the world of fashion, but, in addition, they are sold at CAMPBELL'S SALE PRICES, which mean several thousand dollars SAVED to the ladies of Victoria. We have also included a splendid consignment of samples from the foremost London, Eng., white wear house, every garment of which is a distinct and exclusive creation.

LADIES' DRAWERS SECTION



LADIES' DRAWERS in fine muslin, deep flounce with two narrow hemstitched tucks; regular price 35c. Sale Price 25c.

LADIES' DRAWERS in fine cambric with deep lawn flounce, trimmed with row of Valenciennes lace insertion; also with lace edge; regular price 75c. Sale Price 50c.

LADIES' DRAWERS in excellent cambric with umbrella flounce, pretty clusters of tucks, edged with Valenciennes lace; regular price 75c. Sale Price 50c.

LADIES' DRAWERS in fine cambric, very deep flounce with clusters of fine tucks, dainty embroidered edges; regular price 75c. Sale Price 50c.

LADIES' DRAWERS in fine muslin, deep flounce with two narrow hemstitched tucks, Normandy lace edges; regular price 75c. Sale Price 50c.

LADIES' DRAWERS in very fine cambric with deep lawn flounce, Valenciennes lace insertion and Torchon lace edge; regular price 90c. Sale Price 75c.

CORSET COVERS SECTION



TIGHT-FITTING CORSET COVERS, excellent materials, round necks tastefully trimmed with embroidery and lace; regular price 35c. Sale Price 25c.

DOBORY CORSET COVERS made of fine cambric trimmed with matching Torchon lace, nicely run with ribbon; regular price 40c. Sale Price 30c.

FRENCH SHAPED CORSET COVERS in very good materials trimmed with matching Torchon lace. In new styles; regular price, 45c. Sale Price 30c.

FRENCH SHAPED CORSET COVERS in fine cotton, trimmed with embroidery and Torchon lace, great variety of designs; regular price, 45c. Sale Price 35c.

FRENCH CORSET COVERS in fine cambric with square-cut yokes daintily trimmed with embroidery and lace with pretty rows of beadings and ribbon; regular price, 65c. Sale Price 50c.

HARBOR CORSET COVERS with fitted backs and full fronts, two rows of lace, regular price, 75c. Sale Price 60c.

EXCLUSIVE SAMPLE CREATIONS

This is a rare opportunity! Never before have we been able to include in our Whitewear Sale, such a large, varied and magnificent consignment of exclusive creations in most children, together with a charming assortment of ladies' challis cloth. As there are no two alike, every garment being adequately describe them without taking up a very large prices only, with the explanation that even the low priced garniture; the higher priced garments are masses of billow of these exquisite goods are now on view and sale.

Ladies' Corset Covers, no two alike. Sale Prices range from 25c to \$5.00

Ladies' White Skirts no two alike Sale Prices range from 75c to \$15.00

Ladies' Drawers, exclusive designs. Sale Prices range from 25c to \$5.00

Ladies' Night Robes, no two alike. Sale Prices range from 75c to \$8.00



Exquisite White Skirts

Our reputation for selling the most durable and fashionable white skirts in Western Canada is such, that we cannot afford to place on sale anything but the finest materials and workmanship. Out of the large quantity of this season's charming productions we give particulars of four lines, being the finest value ever displayed in Victoria.

WHITE SKIRTS in fine cambric with seventeen inch flounce, handsome cluster of tucks; regular price, \$1.00. Sale Price 75c.

WHITE SKIRTS in fine cambric with deep flounce, six rows of tucks edged with embroidery; regular price, \$1.25. Sale Price \$1.00.

WHITE SKIRTS in very fine cambric, eighteen inch flounce, two rows of Torchon lace insertion; flounces are edged with Torchon lace; regular price \$1.50. Sale Price \$1.25.

WHITE SKIRTS in most excellent cambric, seventeen inch lawn flounce with embroidered frills; regular price, \$1.50. Sale Price \$1.25.

See the Sample Blouses

The Daintiest Night Robes

No white wear sale would be complete without a very choice selection of beautiful night robes, especially in Victoria where the ladies demand elegance as well as comfort. During this sale we shall be able to satisfy the most exacting, as we are offering four lines which are matchless in value, beauty of material, and wealth of garniture.

NIGHT ROBES of fine muslin with square-cut yokes, clustered tucks, necks and sleeves very prettily edged with hemstitched ruffles; regular price \$1.00. Sale Price 75c.

NIGHT ROBES of excellent quality muslin with square yokes, neck and hemstitched tucks; neck and sleeves tastefully edged with embroidery; regular price \$1.00. Sale Price 75c.

NIGHT ROBES with V-shaped yokes, trimmed with clusters of narrow tucks, with embroidery insertion and embroidery edges; regular price \$1.25. Sale Price \$1.00.

DOBORY NIGHT ROBES in fine cambric, with Valenciennes yokes drawn with lace; regular price \$1.50. Sale Price \$1.25.

See the Sample Blouses

ANGUS CAMPBELL & CO.

Sale Terms, Cash No Goods Charged

THE LADIES' STORE

Promis Block, Government Street, Victoria.

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