

TRANSIT COMES FOR REPAIRS

Norwegian Steamer Which Lost Propeller off Oregon At Esquimalt

SPARE SCREW ADJUSTED

Arrival of Steam Schooner Aided Master to Make Bargain for Salvage

(From Thursday's Daily.)

The Norwegian steamer Transit, under charter to the British Coast Steamship company, reached Esquimalt yesterday morning from Coos Bay, Oregon, where the steamer was towed in distress by the bar tug Columbia after losing her tail shaft and propeller when bound here from Guaymas, Mexico. Repairs were effected by the steamer's engineers, who, with difficulty, fitted a spare tail shaft and propeller which served for the remainder of the trip here. The Transit had good weather and an uneventful passage from Guaymas until about twelve miles north of Coos Bay, on January 26, when the engines began to race suddenly, and the steamer shivered from end to end as though shaken by a marine earthquake. Capt. Danielson, who was in his cabin reading a newspaper, dropped it hurriedly and ran out to meet the chief engineer, who informed him that the tail shaft had broken at the bushing and fallen away in ninety fathoms of water, leaving the freight-helms as a log in the long swell. Capt. Danielson put up his bow propeller, reversed, and made other distress signals, and, fortunately, was not long delayed. The bar tug Columbia was seen some distance away making seaward with a lumber schooner being towed out over the Coos Bay bar with cargo for San Francisco, and the captain of the bar tug, after some time, noticed the distress signals made by the Transit, which was blowing her whistles and making every effort to attract attention. About the same time the steamer schooner Tamalpais was seen, and her master also sighted the distress signals of the Transit.

Capt. Anderson, of the Tamalpais, offered assistance, but his price proved too high. Her master asked \$6,000 as the price of the salvage, and if the bar tug Columbia had not been in sight, and other smoke signals near the horizon, it is probable that he would have earned that amount by taking the Transit in tow. The sea was not rough, and Capt. Danielson put out a signal, which went to the Tamalpais and later to the tug and brought the masters of both vessels on board. In Capt. Danielson's cabin they bargained, and it was finally decided that the Transit was to pay \$1,000 for being towed to a safe anchorage in Coos Bay.

The Columbia then passed a line on board the Transit and towed her to the place agreed upon, where she was breaking heavily, however, and it was decided to remain outside until morning, when the Transit was taken to Marshfield and anchored.

While well knitters there is a steady swell in the harbor there, and the repairs were effected with difficulty. The water ballast was shifted, bunker coal stowed forward, and everything moved to the forward part of the steamer, so that the stern could be brought well out of water to allow of the spare propeller and tail shaft being fitted. There was no cargo on board. Considering that the average propeller weighs ten tons and the tail shaft is no light weight, it was necessary to rig up tackles, scowling, etc., about the vessel's stern, and the work of the engineers, lacking the appliances that could be secured at a port equipped with ship-repairing yards, as is Victoria, was extremely difficult. They managed to fit the new tail shaft and propeller, which, though not adjusted as satisfactorily as they would wish, proved sufficient for the trip from Coos Bay.

It was expected that the steamer would be able to go into the dock, on one of the marine slips on arrival, but the dock and the slips are all busy, and the Transit will be unable to leave the water until Thursday, when the cable steamer Restorer, now in the dry dock, leaves there. Capt. Danielson decided in consequence to proceed to Nanaimo for bunker coal, and the Transit leaves for there this morning.

Another of the steamers of Wilhelmssen & Sons of Tonsberg, some years ago, accomplished a similar feat of supplying a ship's propeller under much more disadvantageous circumstances. The turret steamer Guernsey, Capt. Hansen, was on her way from Shanghai to this port and was in mid-Pacific when she lost her propeller. Capt. Hansen and his engineers decided to endeavor to repair the steamer where she was. There was no tackle on board sufficient to secure the big propeller, while the engineers, who had built a scaffolding about the tail shaft, secured it, and it was necessary to cut two of the blades away to lighten the weight of the screw. The ballast, fuel, etc., was shifted and the vessel's stern lifted, scaffolding was built and the necessary tackle rigged, and while the engineers were working to adjust the wheel, the steamer lifted and dipped in a heavy swell, which often engulfed the workers lashed to the scaffolding to their waists. The story of the feat was a subject of favorable comment in the ports of the seven seas after Capt. Hansen arrived in Victoria and reported.

TRIED TO ESCAPE

Four Japanese Sprung Overboard from Lonsdale—One Was Drowned

Four of the sixteen Japanese who were held on board the steamer Lonsdale for deportation to Mexico tried to escape from the steamer at New Westminster on Sunday night. The Japanese were lunched from the vessel which was anchored at the wharf. They were recaptured and one was drowned when the Lonsdale arrived there. When the Lonsdale arrived there were 15 Japanese stowaway passengers on board. The agents and officers of the steamer had received no warning of the new regulation enforced on her arrival, whereby immigrants were not permitted to land unless they came from their country of birth, and they booked the passengers as usual to this port. Seventeen were transferred to the steamer Aki Maru, which was in port when the Lonsdale arrived from

the south, and the others, who had not the wherewithal to pay their passage to Japan, were held on board the steamer for deportation at the vessel's expense.

Surrey Conservatives.

New Westminster, Feb. 5.—The Conservatives of Surrey Municipality organized at a meeting held at Cloverdale on Saturday afternoon and the following officers were elected: Honorary president, Hon. R. McBride; president, E. T. Yade; vice-president, Wm. McBride; secretary-treasurer, C. Burton; McKenzie; executive, S. H. Logan; Davis, J. N. Brudick, C. McCallum, T. S. Sullivan, A. Dinsmore, B. McElroy, R. D. Mackenzie, T. Woods, Y. Figg, A. Conley, J. Gordon and D. Y. Brown, Jr.

Pioneer's Death.

Revelstoke, Feb. 5.—The death of John Hutchison, brother to J. C. Hutchison, of this city, occurred on Friday, January 24, at Grand Forks. The late Mr. Hutchison was one of the pioneers in British Columbia and was well known in Revelstoke, having had a store in the old town opposite the provincial police office and was very popular among all who knew him. He was one of the first of the enterprising construction men to make the trail from Nicola in 1885 across the Rockies to Fort McLeod, Alberta.

CARIBOO MINING

Companies and Individuals at Work in the Old District—Pay Gravel Finds

The Barkerville correspondent of the Ashcroft Journal, writes: "Post Master D. M. LeBourdais has bought 25 McKenna's one-fourth interest in the Russian Creek placer for \$3,500. The property comprises two leases on Antler creek at the mouth of Russian creek, fronting 3,000 feet on the latter. It was discovered by Pat McKenna, Jack Iswick and William Ferguson in 1905; T. A. Blair the merchant, came in for an equal interest with the discoverers."

A number of prospect holes were sunk, and the quantity of pay gravel was found to be satisfactory. A quantity of gravel estimated at 900 cubic yards was sluiced in 1906, and the cleanup averaged 22c per cubic yard. The same year T. A. Blair bought out Oswick's one-fourth interest for \$1,000 cash and \$1,000 to be paid from cleanups. Last season a mile of ditch was dug to take 1,500 inches of water from Russian creek and deliver it at 270 feet head in the pit. The property will be equipped for hydraulic mining during the coming season. The gold is fine, the heaviest color so far obtained being north 25c. The owners will put in one or two grizzlies and under current to make a close saving of the fine gold, and expect by this means to save much more than the average obtained in 1905 by running the gravel through the short string or chicle flumes. This is the second raise McKenna has made in Cariboo, he being one of the original owners of what is now the Eight-mile lake (Thistle Co.) hydraulic. He said his half interest in that undeveloped ground for \$7,500. This property was developed at a cost of a few thousand dollars, and because the most profitable hydraulic in Cariboo.

The Fountain Creek company has completed the shaft to a depth of 75 feet, but work had to be temporarily suspended because of a lack of water in the waterwheel. Work will be resumed next summer with a drift 75 feet below the collar of the shaft, which is 20 feet deeper than the former drift, and eight feet deeper than the known depth of the gravel in the channel. The new 10-inch Cornish pump worked smoothly and readily handled the water so far encountered. The company is composed of local miners of experience, and pluck who have expended about \$12,000 on their very promising property. The Venture company is sinking on Peters creek without the prospect of a drain to cut off the surface water.

John Peterson suspended work in the Devil's Canon shaft at the end of the tunnel in January, owing to the insufficient capacity of the boiler. The shaft is 80 feet deep and not on bedrock. As has been previously stated in this column, a sufficient depth of pay gravel has been penetrated by this shaft for profitable drifting, and, as the gold is coarser and there is more of it as depth is attained, the prospect will doubtless be a very valuable one.

Old Age Pensions

Ottawa, Feb. 5.—Old age pensions and the extension of the inter-colonial railway to western points were debated in the house today. Mr. Pringle dilated on the necessity of providing for Canadian poor. He voted for a commission to inquire into the whole matter, which motion was accepted by Sir Wilfrid Laurier, who, without committing the government to any particular scheme, agreed to the appointment of a committee to gather all requisite information. Mr. Fielding pointed out that it would cost the country forty million dollars a year to grant \$150 to each man over 65 years of age.

Earthquake Recorded.

Washington, D. C., Feb. 5.—The weather bureau today issued the following earthquake bulletin: "An earthquake of slight intensity was recorded on the seismograph at the weather bureau on the afternoon of February 1, beginning at six hours, sixteen minutes, eleven seconds p. m., seventy-fifth meridian time. The bulletin adds that perceptible tremors were recorded for nearly an hour. The distance of the origin from Washington is estimated to be about 2,300 miles, and the marked dissimilarity between the east and west and north and south motions suggests that the line of propagation at Washington were nearly east and west."

Improvement on Dreadnought.

Devonport, Feb. 5.—The keel-plate of the new British battleship Collingwood was laid here this afternoon. The vessel will be launched next September. She will be of 19,250 tons register, and the plans call for an improvement on the famous Dreadnought.

Columbian College.

New Westminster, Feb. 5.—The faculty and students of Columbian college are making great preparations for the annual convocation, which will be held in the college buildings on Friday evening. The early part of the evening will be taken up with a grand concert to be held in the gymnasium hall, after which the hosts and their friends will adjourn to the large dining-room in the ladies' college, where refreshments will be served. This part of the entertainment will be followed by a series of promenades, which will take place in the science hall, which is one of the new buildings

EMPRESS OF INDIA FROM THE ORIENT

New Superintendent of C. P. R. Steamers Among Passengers From Yokohama

MUCH SMALLPOX AT KOBE

Over 2,000 Cases at Japanese Port and Death Rate is Very High

(From Tuesday's Daily.)

The R. M. S. Empress of India, Capt. Beetham, arrived on Sunday night on her 84th homeward voyage from Hongkong, via usual ports, having left Yokohama on Jan. 25. Favorable winds were experienced throughout, a good passage resulting. She reached William Head after 10 p. m. and it was decided by the quarantine officials to inspect her and permit her to proceed instead of detaining her until daylight. The ship was met by the tugboat, and Mr. Watt went on board at William Head, where the Empress was on the way to the outer dock, where the Empress moored at 11.15 p. m. The passenger list totalled 314, including 25 saloon passengers, intermediate and 251 steerage, mostly Chinese, of whom 37 landed here. The cargo was made up of 2,100 tons of silk, tea, curries, opium, and general freight. There were 2,400 bales of silk and silk goods, valued at \$1,150,000, making the total cargo a very valuable one.

Among the passengers were William T. Payne, the newly appointed general manager of the C. P. R. steamships of the Pacific service, who takes the place of D. H. Brown, and Mrs. Payne and family from Yokohama, where Mr. Payne was for some years general agent of the company. He was given several farewell entertainments before leaving and was the recipient of the third class order of the Rising Sun from the Japanese Emperor. The Japan Mail referring to the departure said:

"It is with sincere regret that the foreign community of Yokohama bids farewell today to Mr. and Mrs. T. W. Payne. During the past twenty years Mr. Payne has played no inconsiderable part in the shipping world of Japan as the chief agent in this country of the C. P. R., and the recognition of his services by the Emperor, as evidenced by the bestowal of a high decoration, is a very fitting reward for years of conscientious service in the interest of international trade. Socially Mrs. Payne will be greatly missed, for her glorious voice was ever at the disposal of the community at the literary society or in charitable and other concerts. We hope that her residence in Vancouver may be replete with every happiness."

News was brought by the Empress on India that the outbreak of smallpox at Kobe, where a smallpox epidemic has caused over 700 deaths since the outbreak began at the end of December. Arrivals by the Empress of India state that the hospitals are overcrowded and stretcher-bearers patrol the streets. New cases exceed 100 daily and since the outbreak at the end of December there have been over 2,000 cases. A special meeting of the Kobe municipal council authorized special expenditure of \$135,000 to defray the expenses of an urgent campaign against disease. Concealment of cases is causing the spread of the disease, and special corps of police, accompanied by doctors, were making house to house searches. A number of old women professing to cure smallpox by incantation and charms have been arrested. The death rate exceeds 2.7 of the city's population.

The Japanese Chronicle of Kobe, of Jan. 18, says: "Up to the 15th instant the number of cases of smallpox reported since the outbreak was 1,908, of which number 734 had a fatal termination and 495 recovered, while 675 were still under treatment. While it is impossible from these figures to state what is the actual mortality, the fact that so far there have been considerable numbers of deaths, and that recoveries would imply that the mortality is well above 50 per cent. As we have already pointed out, this is a very high percentage."

"The overcrowding of the hospitals, the segregation of patients impossible. In normal times it seems, two patients share a room of 7½ mats (not quite 12 square feet), and in the present congested state of things four patients have now to occupy this space. In these circumstances it is not surprising that the disease has spread so rapidly. The government has been notified of the authorities of suspicious cases until the very last moment, for it is felt that the sufferers cannot receive proper attention at the hospitals, where besides the overcrowding, the medical staff is greatly overtaxed. The heavy mortality certainly suggests that these complaints are not unfounded, and the result is concealment of cases and the spread of the infection. We believe Kobe has never before experienced such a serious epidemic of smallpox."

The Empress of India proceeded to Vancouver about midnight.

DYNAMITE IN COAL

U. S. Battleship Ohio Had Narrow Escape From Explosion in Her Engine Room

Washington, Feb. 5.—The commanding officer of the battleship Ohio reports that while taking coal from the chartered coiler Fortuna, at Port of Spain, Trinidad, a stick of dynamite about five inches in length was found. The Fortuna had a cargo of New River coal, supplied by the Berwind White Coal Mining company of Newport News. This is the second time that dynamite has been found in coal furnished to United States men-of-war. This dynamite was evidently being used in mining the coal and escaped the observation of the miners and the persons who handled the coal, loading it into the coiler.

Police Court Record.

Vancouver, Feb. 5.—Over 400 cases were heard in the police court during the month of January, a new record being created by police officers. Of these, 100 cases were of the nature of drunkenness or disorderly conduct, ranging from drunkenness to murder. The other 300 cases came up before the magistracy. Of this number 177 were dismissed or withdrawn. There were 225 convictions, while seven were committed for trial.

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LAME DEFENCE BY THE LIBERALS

Practically Nothing to Say in Justification of Timber Land Gifts

ARRAIGNED BY MR. BORDEN

Mr. Sifton to Speak When Debate is Resumed in House of Commons

Ottawa, Feb. 4.—The House of Commons devoted another day to the discussion of the motion of Mr. Lake for the appointment of a committee to inquire into the alleged alienation of the timber lands of the Northwest. Mr. Boyce was the first speaker. The only defense of the Liberal members was made by Mr. Sifton, Conservative government fifteen years ago used to do the same thing. The country was interested in what was going on now, and not in what had happened a great many years ago. He made a fierce attack upon Mr. Turfitt, who was commissioner of Dominion lands when the Cedar Lake limit was able made. Mr. Boyce said he should have seen the job which was being put up on the country. Mr. Turfitt's explanation.

Mr. Boyce's remarks drew Mr. Turfitt to his feet, and he denied the imputation of crooked work on his part. He had opened the tenders in a straightforward manner, and any imputation that he was in collusion with any of the tenderers was absolutely false. He demanded that Mr. Boyce should make definite charges if he had any to make. Mr. Turfitt's remarks brought forth a hearty round of applause from the Liberals.

Mr. Boyce, continuing, said the people had a right to an honest administration, and the government should not permit the public domain to be handed over to political thugs. He declared that the discussion had degenerated into a farce. There was nothing to compare with it since the famous case of Bartlett and Pickwick. The government's policy had been successful. The Cedar Lake proposition, on which Mr. Ames had placed such a high figure, was of no more value than if it was in the moon. If there was a bad door open to tenderers where was it? He asked. There were not more millionaires on the Liberal side than on the Conservative, a statement which was greeted with a roar of opposition laughter. The government had nothing to be ashamed of in the administration of public lands. Mr. Oliver declared that most of the charges made about the department referred to things which had happened before he took office. A stick of dynamite was found since he became a minister. He would be the first to demand an investigation.

Mr. Borden followed. He complained that the policy of the government appeared to be that the limits which at the present time had only a speculative value, should be being created by the speculators until such a time as they had a real value. That policy did not benefit the people of the country. The government should retain possession of the limits until they could be sold to advantage. There was no necessity for selling them when they were sold, for Mr. Oliver had stated that the lumber yards were full of lumber at the time. It was not Sir John A. Macdonald and Mr. Mackenzie who were on trial at the present time, but the Laurier government. The government allowed the timber to be sold for the advantage of limits, and then the successful tenderers secured four or five years in which to select the timber

limits they wanted. He complained that Mr. Turfitt treated the whole matter in a flippant manner. Mr. Borden condemned Mr. Oliver for the Fraser-Nolan tender episode. Nolan apparently did not know that the tender had been put in his name. He closed with the assertion that there was considerable ground for demanding an inquiry.

The adjournment of the debate was moved by Mr. Sifton, and there was much interest in regard to what he will have to say. A return relative to the disposition of a small timber berth on the Athabasca river two years ago has been brought down in the Commons. The area was three-quarters of a square mile. John Hall, Edmonton, bid fifty dollars for the berth, he being the man who had asked that it be advertised for sale. There was only one other tender, that of James Smith, of Kamloops, who offered fifty dollars, and the license was duly issued to him. It was required to have the area surveyed by October 10 last, but Smith wrote the department in August stating that he was interested in berths 330-36, and had by trade Smith, of Ottawa, and to save expense James Smith asked that he be allowed until January 1, 1906, so that all the berths could be surveyed together.

FOR SHIP CHANNEL IN FRASER RIVER

Engineer Le Baron Preparing Report—Dredge King Edward at Work

New Westminster, Feb. 5.—Francis LeBaron, the expert engineer, who has been engaged by the board of trade to examine the Fraser river and the feasibility of a permanent ship channel from this port to the mouth, is preparing an exhaustive report on the matter, in which he will give full details of the plan for the cutting of a channel in such a manner that the action of the water would keep it open continually, and it would need but slight attention.

Mr. LeBaron will also give approximate figures of the estimated cost, as well as all other details, and it is expected that the report will be presented to the special river improvement committee in a few days. The report will also give a programme to be followed so as to get the best results from the work done.

It is the intention of the committee to lay the entire report before the department of marine at Ottawa, and ask that appropriations be made for the work, and that the scheme be carried out in its entirety as soon as possible.

Mayor Keary has already been appointed a delegate to go east with the report and lay the subject before the government at the same time urging on the ministers the absolute need of the work.

Mr. LeBaron made an expert inspection of the city waterworks system yesterday from the intake at Lake Quakwam to the reservoir, and also being out along the waterfront, valuable city lots are being reclaimed and made much better for building purposes, and the third good that is being accomplished in the elevation of the swampy ground which has always been a menace to public health. The dredge will be engaged for several weeks on the work.

The dredge King Edward is now engaged in cutting a channel along the

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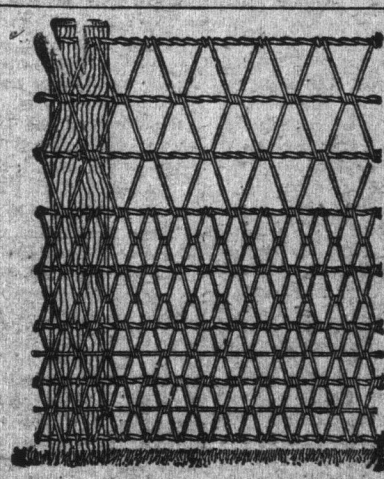
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DEBATE BEGINS AT UNIVERSITY

Utterances of Hon. Minister Applauded by Both Houses of Legislature

IS A FAR REACH

Provides for Night Teaching Principles of Mining and Agriculture

(From Tuesday's Daily.)

The sitting of the house was marked by the opening of the debate upon the second reading of the University bill. The debate was opened by Dr. Young, minister, who in a short but pointed way with the steps which had been taken by the government. The policy of the government, and explained the reasons of the bill which was presented. He quoted a letter from Dr. Young, minister, who in a short but pointed way with the steps which had been taken by the government. The policy of the government, and explained the reasons of the bill which was presented.

Dr. Young referred to the fact that the bill was presented to the university at the time when the present was not for the inception of the organization. On an average six years there are only four pupils leaving British Columbia colleges not take any account of the fact that the British Columbia students in the United States. British Columbia students a most excellent stand at the first thirty, twenty-five, and eighty-four pupils in year examinations conducted by the Montreal University. On an average six years there are only four pupils leaving British Columbia. The university is co-educational.

Dr. Young sketched the history of the proposed act, and the business governing bodies. He made an important statement with regard to the fact that the pupils for the university are recruited.

In connection with the fact that the province there will be a large number of pupils going up to the scientific training, agriculture, etc., will be the schools and scholarship students. The intention of the act is to establish a system of scholarships and it is hoped that the act will be passed.

In these night schools, managers and assistant managers to assist and the help of the mining and agriculture. The intention of the act is to establish a system of scholarships and it is hoped that the act will be passed.

The amendment of the act was passed after a short debate. Hon. R. G. Tatlow, followed by Hon. J. Oliver, and Hon. H. Hawthornthwaite took part in the debate.

The first bill to pass is one which, with the assent of the government, will become the bill amending the O. A. R. Act. Prayers were read by Gladstone.

Petitions Received. Two petitions from the Kootenay Railway company were presented by W. J. Manson. One opposed the private bill relating to the Crow's Nest Railway company, the other incorporated the Eastern Kootenay Railway company. The bill was set forth in each was to the charter granted with the one already granted.

John Jardine presented a petition from the city of Victoria in the recently introduced.

Bill is introduced on the motion of Hon. J. Oliver. The bill amends various sections of the Municipalities Act, and reads a first time. The bill amends various sections of the Municipalities Act, and reads a first time.

On motion of Hon. R. G. Tatlow, the bill was resolved.

"That a supply be granted to the House and that this House do pass a resolution on Monday next to consider the bill."

Stand Over Until Thursday. In the absence of Mr. Oliver, the motion of the House was postponed until Thursday. The motion of the House was postponed until Thursday.

G. T. P. Negotiations. In answer to Mr. Oliver's motion, the following motion was passed: "That the House do pass a resolution on Monday next to consider the bill."