

Naturally public feeling in Victoria has been wrought up to a considerable degree of tension by the recital of the story of the sufferings of the survivors of the Valencia wreck passed through before they were rescued. The thought of the agonies the unfortunate who perished must have endured ere death put an end to their torture and suspense intensifies this feeling and inclines the mind of the average person on the street to look around for some one in authority upon whom to place the responsibility for it all.

The first impulse is to call against officialdom generally and to demand why such and such action was not taken to guard against catastrophes. The feeling that such things should not be permitted to come to pass, and that if reasonable precautions were taken they could not be, as we have said, is a natural one immediately after the occurrence of such events.

There are manifestations of this state of indignation, exhibited along similar lines, across the border in the United States. It is held over there that if the American government had provided guides for navigators and life-saving alliances along this coast in the same proportion as such precautions have been taken along the Atlantic coast, there is every probability that the navigators of the Valencia would have been warned in time that they were approaching a dangerous shore, and that at the worst the majority of her complement of humanity would have been saved through the instrumentality of lifeboats.

On this side we are told that such an occurrence would have been impossible along the coasts of Great Britain owing to the splendidly organized system of life-saving that has been established there. May we be permitted to point out that in both cases cited the efficiency of the services is the outcome of long experience. In Great Britain if we mistake not, the foundations of the life-saving institutions were laid by private benevolence, set in motion by contemplation of the terrible toll taken annually by the sea. And notwithstanding all that has been done to minimize the loss of life, notwithstanding the improvements that have been made in ships, the increase in engine power and the safeguards against overloading, accidents still occur. Men make mistakes, machinery breaks down, the elements obtain the mastery and human foresight and skill are of no avail. Such conditions will obtain as long as man continues to navigate the seas and storms and fogs prevail. At the best all that can be done is to minimize the consequences of them.

In the case of the Valencia the impotence of those who were willing enough to go to the rescue of the passengers and crew, but who felt that to make the attempt in the face of the prevailing conditions of wind, tide and coast was to invite death to themselves and, therefore, bring no prospect of relief to those on the stranded ship, had the effect of inciting public resentment.

In their wrath, in some cases possibly with something of a less noble character than pity for the lost mingling with their feelings, the agitators are railing at those who, when the period of hysteria has passed away, will be acquitted of any greater degree of responsibility than attaches to the community generally for the consequences of the stranding of the Valencia.

In the case of the Salvo and of the B. C. Salvage Company, not of the Messrs. Bullen, who have contracted to maintain her, perhaps it might be well for the critics to turn up the tender form of the Department of Marine and Fisheries and ascertain exactly what was contemplated by the department when the contract was entered into. In the month of August the following advertisement appeared in the Times: "Sealed tenders addressed to the undersigned at Ottawa, Ont., and marked on the envelope, 'Tender for Maintaining Steamer and Plant,' will be received by the Department of Marine and Fisheries up to the fifteenth of September, 1905, for keeping a wrecking steamer and tender, with all up-to-date wrecking plant, including pumps, diving suits, anchors, chains, boats and other plant, and furnishing skilled labor." There is nothing said in this about life-saving, although it is possible the advisers of the department had the case of the Callam in mind when they made suggestions governing this arrangement to the government. It will be remembered that when the Callam was drifting around helplessly in the straits not a single steamer could be found in Victoria to send to her assistance. The opinion then was, and is, that if such aid had been available there might have been no loss of life whatever as a result of the collapse of the Sound steamer. The fate which has befallen three ships in succession has called public attention to an entirely different phase of the subject of aids to navigation and life-saving. Whether the salvage company in their equipment of a wrecking steamer have complied with the requirements of the department is a matter upon which we are not competent to pronounce. A wrecking steamer, not a life-saving steamer, they were called upon to furnish. This wrecking steamer is not fitted with up-to-date life-saving ap-

WEAVER'S SYRUP

It purifies the Blood and cures Boils, Humors, Salt Rheum

David & Lawrence Co., Ltd., Montreal

pliances. She proceeded to the wreck of the Valencia, when it was found in her case, as in the cases of the Queen, the Topeka, the Cesar, and other boats, that nothing could be done to rescue the people clinging to the partially submerged craft. There are wise men, for the most part inexperienced, who say that if the officers and crews of the ships which stood by while the waters completed their work had been men of true mettle, the unfortunate might have been taken off the wreck. We hesitate to accept an opinion which convicts hundreds of capable men of poltroonery. And we must leave the subject with a simple repetition of our previously expressed opinion that if the matter of life-saving at sea is to be dealt with effectively in the light of recent experience, it must be undertaken along entirely new lines after a thorough investigation and report by competent authorities.

HARBOR IMPROVEMENTS.

It will be remembered by our readers that at the end of last September the urgent necessity for the improvement of Victoria harbor was laid before the commission on transportation by a joint committee of the municipality, the Board of Trade and the owners of property along the front of the inner harbor. It was urged that the harbor be deepened to 25 feet at low water, over an area several times in excess of that now existing, in order to enable ocean-going steamers to safely navigate the harbor and approach and land freight at, and carry away manufactured products from, the mills and machine shops in the upper harbor.

At the request of the commission Mr. Sorby prepared plans and estimates to the needed works, proposing to use the waste material in the formation of a breakwater at Brothie ledge and in the reclamation of land adjacent to the Indian reserve. All these facts and particulars were laid before our readers at the time.

Mr. Sorby, who was secretary to the committee, recently called the attention of the Hon. Senator Templeman and Mr. Riley to the matter, urging that adequate provision be made in the estimates for the commencement and steady prosecution of this most important work. He pointed out that "about one-ninth of the whole assessable value of the city is situated along the waterfront, and that probably one-third of the commercial value of the city is directly concerned in the commerce of the port, and that the industries of the city are most seriously retarded by the defective state of the harbor. Mr. Sorby has throughout recommended the nationalization of this harbor, and has always maintained that it would never have cost the city one cent from start to finish.

The following letter has been received from the Hon. Senator Templeman, which speaks for itself.

Ottawa, January 18th.

Dear Mr. Sorby:—I am in receipt of yours of 9th inst., respecting improvements to harbor suggested by you before the transportation commission, together with your estimate of cost of said improvements and of a breakwater at Brothie Ledge.

I have transmitted your communication to the public works department with a request that their engineers may be instructed to take the proposal into consideration and prepare a report as to cost.

I think this matter of harbor improvement, which you have advocated for so many years, should be taken up and be definitely decided. Before I could promise you to accept the scheme you have outlined and advocate a grant this year to commence the work, I should have the views of competent authorities as to the feasibility and cost of the whole work in order that I may feel perfectly sure of my ground. You will, I think, approve of this course.

I shall ask that the report be prepared as quickly as possible.

Yours truly,
W. TEMPLEMAN.

The late King Christian of Denmark commenced his career in rather a tempestuous style, but soon settled down as a model constitutional ruler. For a great number of years he was one of the most notable figures in Europe, and from his family connections, was probably the most influential individual in the world. He will be sincerely mourned by his late subjects as well as in all the courts of the world's greatest nations.

The South African Memorial Association of Toronto announces that it is in quest of information about Canadian who died in the South African war. The South African memorial, which is now in course of completion, will have recorded upon panels around the base the names of all Canadian soldiers who were killed in action, or who died of wounds or disease while on service in South Africa during the Boer war 1899-1902. Illustrated particulars of the memorial will be sent upon request. Address, Sydney H. Jones, Secretary, 28 Wellington street west, Toronto.

FISHING SCHOONER

ELLA G. IS SAFE

Vessel Has Arrived in Port on West Coast—Anxiety For Other Craft.

(From Monday's Daily.)

The sixteen-ton fishing schooner Ella G., Capt. Forrest, and with Capt. McLean, of Sea Wolf fame aboard, which according to a report circulated last night, was the vessel which was seen bottom up in the Straits, is safe in a harbor on the West Coast of Vancouver Island. This news was received at 10 p.m. from the vessel by Mr. Finch, one of the owners, and will dispel much gloom. The Ella G. cleared for Kyuquot on the 17th, and that she has not previously been reported doubtless accounts for the rumors that she was wrecked. While the news has reached Victoria that this vessel is safe, much anxiety will be felt in shipping circles for the safety of other craft of the size of the derelict until word has come to hand from them. Capt. Tom Neilson, of the tug Pioneer, reported at Port Townsend, sighted the derelict while towing the French bark Admiral Courbet from San Francisco. On account of the storm and heavy sea the captain of the Pioneer was unable to approach closely. To prevent even his powerful tug from foundering he was obliged to abandon the Admiral Courbet, which is now being blown away to the northwestward, but is probably in no danger. Capt. Charles Kalstrom, of the mail steamer Alice Gertrude, says that while lying in Neah Bay his steamer was boarded by the mate of the tug J. E. Boyden, and it was the mate who gave him the report of the sighting of the schooner bottom up south of Plattery. And also a four-masted schooner which had lost her deckload of lumber. The position of the derelict and the four-masted schooner, the Boyden's mate stated, was given by the pioneer's mate as nineteen miles south of the Cape, while the Boyden's chief engineer gave the distance as ninety-one miles south.

There were no signs of life on the hull, which Capt. Kalstrom is inclined to believe was more likely a sailing schooner than a steam schooner. Orders have been issued to all tugs cruising off Cape Flattery to keep a close watch and to at least settle definitely the identity of the unfortunate vessel, even if it is found impractical to tow her into the Straits, where an effort might be made to right her in one of the harbors.

The Ella G. is on a trip of exploration, which her owner does not at present feel inclined to discuss, she carries a crew of six men, and the present trip is the first in which Capt. McLean was aboard. The Ella G. was formerly a fishing schooner. A few years ago she plied up on the rocks at Clayoquot, and in this condition was purchased by W. Porter, from whom the present owners acquired the vessel.

A dispatch to the Times this afternoon says the Ella G. is in Ucluelet harbor.

GAZETTE NOTICES.

Appointments Made by Provincial Government—Companies Incorporated.

Last week's Provincial Gazette contained notice of the following appointments:

Howard Douglas, of Banff, Alberta, superintendent of the Rocky Mountains Park of Canada, to be a Justice of the Peace in and for the province of British Columbia.

Dr. W. A. B. Hutton, of Rock Bay, V. I., to be resident physician for the east coast of Vancouver Island.

Harold E. Forster, of Wilmer, to be a Justice of the Peace in and for the province of British Columbia.

Dr. Robert R. Robinson, of Ferguson, to be coroner in and for the province of British Columbia.

Dr. Robert C. Boyle and Dr. Donald M. Mackay, of the city of Vancouver, to be medical referees under the "Workmen's Compensation Act, 1902."

William Alfred Munro, of Vancouver, accountant, to be a notary public in and for the province of British Columbia.

William Henry Burton, of Victoria, to be stenographer in the office of the attorney-general.

William B. Little and William Henry Johnston, of Vancouver, to be commissioners for taking affidavits in the Supreme court, for the purpose of acting under the "Provincial Election Act," in the Vancouver City electoral district. Such appointments will expire on the 31st day of December, 1906.

The commission of W. B. Austin, of Blue Mountain, Sapperton, as a Justice of the Peace has been revoked.

HE IS EMPHATIC IN WHAT HE SAYS

DODD'S KIDNEY PILLS CURED ROBT. BOND OF BRIGHT'S DISEASE.

His Doctor Who Said There Was No Hope For Him, Now Pronounces Him Well—He Tells His Own Story.

Mt. Brydges, Ont., Jan. 26.—(Special.) Among the many people in this neighborhood who tell of the great work Dodd's Kidney Pills are doing, none is more emphatic than that old and respected citizen, Mr. Robert Bond.

"I believe I owe my life to Dodd's Kidney Pills," Mr. Bond says. "My attending physician said I was in the last stages of Bright's Disease and that there was no hope for me. Then I commenced to take Dodd's Kidney Pills and used in all twenty boxes. Now I am well, strong and well as I ever was. I say I am well. Dodd's Kidney Pills and nothing else cured me. Do you wonder I am always ready to say a good word for Dodd's Kidney Pills?"

What will cure Bright's Disease will easily cure any other form of Kidney Disease. Dodd's Kidney Pills will always cure Bright's Disease. They are the only remedy that will cure Bright's Disease. Be sure you get Dodd's.

To get over the matter Ald. Yates moved in amendment to take up the recommendations and go over them one by one.

Ald. Davey was also a little in the dark, and would like to have all the amendments reviewed.

Ald. Fullerton thought that there

BRITISH COLUMBIA FRUIT.

Apples Shipped to Sydney Gave Every Satisfaction—Market For Pears.

The following excerpt from the weekly report of Trade and Commerce of 15th January, is transmitted for publication by the deputy minister of agriculture:

"The second shipment of British Columbia apples, which arrived at Sydney, ex Miowera, early in November, landed in splendid condition, and the grading of the fruit gave every satisfaction. Had more care been exercised in the first shipment, which came forward in October, the results would also have been gratifying to the importers for the fruit arrived to a bare market, besides which the reputation of Canadian apples would have been upheld. Shipments of apples and pears received at Melbourne and Sydney from Seattle by the Vancouver steamer have been unfavorable. Reported upon as regards condition, varieties and quality."

"The shipment of pears received in Melbourne early last month from Seattle landed, owing to want of care in packing, in bad condition. It is utterly wrong to pack delicate fruit like pears in a basket case for export, because, ripening as it does even in cold storage, every bump the case receives damages each individual fruit. The few cases of pears that arrived in good condition were very delicious and brought 18s. (say \$4.50) per case. Should British Columbia fruit growers decide next season to export pears to Australia, they should pack them exactly as they would pack eggs, and the results will more than justify the extra expense, for there is no kind of exotic fruit more highly appreciated in Australia, or which commands a better price."

SECOND COUNCIL MEETING OF WEEK

AMENDMENTS TO THE MUNICIPAL CLAUSES

Report Dealing With Same Again Re-vised and Adopted—Tramway Matters—Other Business.

Previous to the regular meeting of the city council Thursday the Mayor and aldermen sitting as a board of health discussed the annual report submitted by Dr. Robertson.

Ald. Fullerton wished to know the number of cases in the isolation hospital.

Dr. Robertson said that there were three cases of scarlet fever, the expenses of which the city will have to meet, and three whose expenses fall on the province. There was also a case of diphtheria. The city cases were convalescent.

Ald. Vincent wanted to know if the provincial cases came from outside the limits of the corporation.

Dr. Robertson answered affirmatively. Ald. Vincent said that these cases should not be included among the city's statistics, as they were misrepresenting.

On motion of Ald. Yates the recommendations in the report with reference to the scale of fees was referred to the finance committee.

The report was then adopted, and the best of health wished to the successful city now was the city that did not borrow money at all, but ran its business out of the current revenue. "It seems to me," continued His Worship, "that we will have to face this sooner or later."

With reference to what constituted a household, Ald. Yates asked what was meant by rent. There were cases in families where this was construed to mean the work done by members of the family for their parents. The intention was to put a stop to fictitious votes.

He moved, seconded by Ald. Davey, to insert the words "in cash" after rent in the clause.

The motion was defeated. Ald. Stewart pointing out that it would be very difficult to change the clause to suit all purposes.

Ald. Fullerton wished to have a clause added providing for a compulsory referendum. This was agreed to. The report was then adopted as amended.

The streets, bridges and sewers committee reported, recommending work on Taunton street be done at a cost of \$53.

The report was approved.

The motion of Ald. Davey asking that the B. C. Electric Railway Company be requested to extend its line on Sanich road was then brought up.

Ald. Davey thought it was unnecessary to say anything on the subject. The motion commended itself to the best judgment of all. Members of the council were familiar with the history of this line. A number of people built houses in the north end of the city who were unable to walk after the track was removed. He believed that the manager had already been approached, and had consented to bring the matter before the officials of the company. He understood that the company were prepared to comply with the request on conditions. In fact he had it from the manager himself that if a resolution of the kind moved was passed it would greatly strengthen the latter's hands.

Ald. Lewis Hall's motion next came up. It was as follows: "That the legislative committee be instructed to wait upon the provincial government and impress upon them the urgent need of introducing legislation during the present session, placing the responsibility of raising all moneys for school purposes, not provided for by the government, upon the school trustees, on somewhat similar lines to those in vogue in Winnipeg."

As a former member of the school board the mover said in defence of his position that he believed the school trustees should be directly responsible to the people, and to their own financing. This was done all over the Dominion except in British Columbia.

Ald. Yates did not see the use of the motion. The city had already the power to levy 5 mills. This was adequate for all needs.

Ald. Goodacre endorsed the motion. It was something he had been advocating for years.

Ald. Fullerton also agreed with the motion.

Ald. Yates said that the principle of the motion was to place the cost of education on property. The city had other sources of revenue.

Ald. Douglas moved that the motion be laid over for a week.

Mayor Morley said he agreed with the principle, but there were many things to be considered, and it might be well to lay the matter over.

The matter was laid over for a week. A lengthy report of the city solicitor on the Municipal Clauses Act was received and filed.

The Annual Loan By-law was next adopted.

Taking up the subject of committees, Ald. Stewart recounted the history of the formation of the streets, bridges and sewers committee, showing that where the whole council were dealing with a piece of work they were not harassed, where only a few members are on the committee it meant that days might be spent, whereas now, with the advice of the engineer, only a few hours were needed for work. He moved that the mayor and whole council form this committee.

His Worship said Ald. Stewart was out of order. He was quite interested, however, in hearing the alderman's remarks, but they only served to show the necessity for a change. He was determined to give his proposal a trial. He had found small committees work best, and was anxious to make these committees responsible for each debt of the city.

Ald. Douglas also expressed his opinion on the matter.

Ald. Yates, in giving his views, said that he was opposed to a small committee for the reason that it admitted

David Spencer Ltd.

WESTERN CANADA'S BIG STORE

Tuesday and Wednesday

TWO DAYS MORE OF JANUARY BARGAINS

\$55 to \$125 Cloaks Tuesday - - - \$25.00

\$20 Raincoats Tuesday - - - 7.50

\$2 Waists Tuesday - - - 50c

Two More Days in Shoe Dept. Before Taking Stock

Men's Waterproof \$6.00, Shoes, per pair, \$2.50.

Men's Crup \$6.50 Shoes, per pair, \$2.50.

Men's Vici Kid \$5.00 Shoes, per pair, \$2.50.

Men's Box Calf \$5.00 Shoes, per pair, \$2.50.

Men's Box Calf \$4.00 Shoes, per pair, \$2.50.

Men's Light Weight \$5.00 Shoes, per pair, \$2.50.

Women's Kid Shoes at \$4.00, per pair, \$1.50.

Women's Kid Shoes, heavy sole, at \$3.50, per pair, \$1.50.

Women's Box Calf Shoes at \$3.50, per pair, \$1.50.

Women's Box Calf, medium sole, at \$3.50, per pair, \$1.50.

Women's Patent Shoes, at \$5.00, pair, \$1.50.

Women's \$2.50 and \$3.50 Satin Slippers at \$1.75.

Boys' \$2.50 Winter Shoes at \$1.25.

2 More Days in Which to Buy Men's Suits at \$5.00 Worth Double and More

Men's Waterproo \$6.00, Shoes, per pair, \$2.50.

Men's Crup \$6.50 Shoes, per pair, \$2.50.

Men's Vici Kid \$5.00 Shoes, per pair, \$2.50.

Men's Box Calf \$5.00 Shoes, per pair, \$2.50.

Men's Box Calf \$4.00 Shoes, per pair, \$2.50.

Men's Light Weight \$5.00 Shoes, per pair, \$2.50.

Women's Kid Shoes at \$4.00, per pair, \$1.50.

Women's Kid Shoes, heavy sole, at \$3.50, per pair, \$1.50.

Women's Box Calf Shoes at \$3.50, per pair, \$1.50.

Women's Box Calf, medium sole, at \$3.50, per pair, \$1.50.

Women's Patent Shoes, at \$5.00, pair, \$1.50.

Women's \$2.50 and \$3.50 Satin Slippers at \$1.75.

Boys' \$2.50 Winter Shoes at \$1.25.

Two More Days of January Bargains in Stationery, Soaps, Books, Etc

Paper (note size, ruled), Linwood, cream wove, 1,000 quires, Monday, per quire, 5c.

Envelopes to match, per package, 5c.

Hurd's Holland Linen Note Paper, grey, blue and white, per quire, 15c.

Envelopes, per package, 15c.

Writing Tablets (note), 48 sheets, ruled, each 5c.

Toilet Soaps

180 boxes only for Monday, assorted perfumes, 25c. and 30c. per box. Monday, per box, 15c.

Books at 15c & 25c

Wonder Values Published at 25c, 35c, and \$1.00; 400 titles to choose from.

Annual Whitewear Sale

COMMENCES THURSDAY, FEBRUARY 1st

February Furniture Sale

COMMENCES MONDAY NEXT

was one matter that should be brought before the House immediately, and that referred to the park for "North Ward."

His Worship minded Ald. Fullerton that he was speaking of something not before the meeting. The report had now to be dealt with.

It was finally agreed that the report should be taken up serially. The motion was taken by Ald. Yates to one proposal contained therein dealing with the borrowing of money, but this objection was voted down.

His Worship interjected that he noticed in a municipal paper that the most successful city now was the city that did not borrow money at all, but ran its business out of the current revenue. "It seems to me," continued His Worship, "that we will have to face this sooner or later."

With reference to what constituted a household, Ald. Yates asked what was meant by rent. There were cases in families where this was construed to mean the work done by members of the family for their parents. The intention was to put a stop to fictitious votes.

He moved, seconded by Ald. Davey, to insert the words "in cash" after rent in the clause.

The motion was defeated. Ald. Stewart pointing out that it would be very difficult to change the clause to suit all purposes.

Ald. Fullerton wished to have a clause added providing for a compulsory referendum. This was agreed to. The report was then adopted as amended.

The streets, bridges and sewers committee reported, recommending work on Taunton street be done at a cost of \$53.

The report was approved.

The motion of Ald. Davey asking that the B. C. Electric Railway Company be requested to extend its line on Sanich road was then brought up.

Ald. Davey thought it was unnecessary to say anything on the subject. The motion commended itself to the best judgment of all. Members of the council were familiar with the history of this line. A number of people built houses in the north end of the city who were unable to walk after the track was removed. He believed that the manager had already been approached, and had consented to bring the matter before the officials of the company. He understood that the company were prepared to comply with the request on conditions. In fact he had it from the manager himself that if a resolution of the kind moved was passed it would greatly strengthen the latter's hands.

Ald. Lewis Hall's motion next came up. It was as follows: "That the legislative committee be instructed to wait upon the provincial government and impress upon them the urgent need of introducing legislation during the present session, placing the responsibility of raising all moneys for school purposes, not provided for by the government, upon the school trustees, on somewhat similar lines to those in vogue in Winnipeg."

As a former member of the school board the mover said in defence of his position that he believed the school trustees should be directly responsible to the people, and to their own financing. This was done all over the Dominion except in British Columbia.

Ald. Yates did not see the use of the motion. The city had already the power to levy 5 mills. This was adequate for all needs.

Ald. Goodacre endorsed the motion. It was something he had been advocating for years.

Ald. Fullerton also agreed with the motion.

Ald. Yates said that the principle of the motion was to place the cost of education on property. The city had other sources of revenue.

Ald. Douglas moved that the motion be laid over for a week.

Mayor Morley said he agreed with the principle, but there were many things to be considered, and it might be well to lay the matter over.

The matter was laid over for a week. A lengthy report of the city solicitor on the Municipal Clauses Act was received and filed.

The Annual Loan By-law was next adopted.

Taking up the subject of committees, Ald. Stewart recounted the history of the formation of the streets, bridges and sewers committee, showing that where the whole council were dealing with a piece of work they were not harassed, where only a few members are on the committee it meant that days might be spent, whereas now, with the advice of the engineer, only a few hours were needed for work. He moved that the mayor and whole council form this committee.

His Worship said Ald. Stewart was out of order. He was quite interested, however, in hearing the alderman's remarks, but they only served to show the necessity for a change. He was determined to give his proposal a trial. He had found small committees work best, and was anxious to make these committees responsible for each debt of the city.

Ald. Douglas also expressed his opinion on the matter.

Ald. Yates, in giving his views, said that he was opposed to a small committee for the reason that it admitted

THE COFFEE DIFFICULTY