

SES E MINISTER

TO ER PENALTIES

A. J. Blair for a Bill Passed.

Hon. A. G. Blair, minister of railways, has introduced a bill to amend the Railway Act, which will be read a second time today.

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FUNERALS.

B. Beaven laid to rest.

James Beveridge, who died on Saturday, was laid to rest in the cemetery.

On Thursday, at Richard Coates, of England and remains were laid to rest.

Funeral services were held for the late Mrs. J. P. McAlpine.

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STEAMER TACOMA FROM THE ORIENT

CHINA LINER CAME IN EARLY THIS MORNING

Spokane Will Call With Big Number of Excursionists—Willapa on the West Coast Route.

"Left Hongkong on May 31st, calling at Amoy, Shanghai, Moji, Kobe and Yokohama. Sailed from the latter port on June 13th, crossing the Meridian on the 20th, and arriving at Victoria this morning, after experiencing fine weather the whole trip."

Such is the report of the passage of the steamer Tacoma, kindly supplied the Times by A. W. Hardie, of this city, purser on the ship. The Tacoma brought about 500 tons of freight for this city, and of the 70 Chinese on board, 50 landed here. Among the few saloon passengers are I. Buchanan, of Shanghai, who is on a pleasure trip to California, and a Seattle merchant, who is returning from Hongkong with his wife and child. The Tacoma passed no vessels off the Cape.

DIRIGO ARRIVES.

The Alaska Steamship Company's steamer Dirigo, which struck rock opposite Protection Island while on her way north from Nanaimo last Friday, came in this morning under her own steam. She will be docked at 4 o'clock this afternoon and the damages done to her hull will be repaired without delay. The extent of these damages, of course, is not known until the steamer has been hauled out on the ways.

According to Diver McHardie, who went down to examine the bottom before the vessel came south, the damage is confined principally to the forefoot, and part of the keel, there being, it is said, twelve feet of the former carried away. A canvas was placed over the damaged portion and 100 tons or more of the cargo of coal being discharged, the steamer was enabled to make the passage to Esquimalt without difficulty. There is still five or six hundred tons of coal in the hold and this will be mostly unloaded before the ship is hauled out on the blocks.

The Esquimalt Marine Railway Company have the contract for making the repairs, while the wrecking operations were carried out by the B. C. Salvage Company, which, as stated, sent a diver and wrecking gear up to the assistance of the steamer on Saturday morning.

W. H. Bell, of the Esquimalt Marine Railway Company, President of the Alaska Steamship Company, and Chief Engineer of the same, accompanied the expedition, and the trouble with the Dirigo was at once made. The ship was in port, seventy or eighty miles from the scene of the accident, speaks much for the prompt and efficient manner in which these arrangements were carried out. The steamer is leaving slightly, but as she carries no perishable freight, what water that found its way into the hold will have done comparatively little damage. The passengers, of whom thirteen had saloon passage, were all landed at Nanaimo, where the Dolphin called for them on her way north from the Sound yesterday. They had mostly from Seattle, and a few from the south, and a few of them were making the trip for pleasure.

Before the Dirigo was brought to Esquimalt, Capt. Gibson and Capt. Gow, of the steamer Arab, acting under warrant of Capt. C. A. Knudson of the Dora, a United States Consul Scheffer, made an official survey of the steamer.

STILL NO TIDINGS.

The Pacific clipper John S. Kimball, which arrived at Seattle from Seattle on Saturday, brought no tidings of the missing Portland and Jeanie, now battling with the ice floes of the Arctic. The story of the Dora's search for the Portland and Jeanie is told in a report of the missing Portland and Jeanie, now battling with the ice floes of the Arctic.

"Capt. C. A. Knudson of the Dora, who returned yesterday after a successful search for the missing Portland, was seen this morning by a News representative, and to him expressed himself fully on the subject that now engrosses the public mind—the fate of the Portland and Jeanie."

"Capt. Knudson said: 'I believe that the two ships are together and with the whalers that were at the Diomedes when the Portland went into the straits. They are, I think, on the American side, but above ice Cape, having drifted to the northward. I do not think they have met with any serious trouble. It is only a matter of delay.'"

"The Dora went to a point 170 miles to the north and eastward of Cape Prince of Wales and thirty miles this side of Point Hope, when she was forced to back on account of the heavy ice pack making further search in that direction extremely dangerous. She found no trace of the Portland and did not sight the searching cutter Thetis."

"The moving ice pack, passing into the Arctic from the north, is about 200 miles in diameter, the northern edge of the swinging pack being against the solid pack in the northern part of the Arctic. The Portland and Jeanie, the passage of the straits and drifted to the eastward, skirting Kotzebue Sound, she is probably making the circle of this mill and the Dora's hunt was a chase. She may have gone to the centre of the milling pack, where the pressure is not nearly so great, or she may have gone to the westward along the Siberian coast. In any case it is like looking for a needle in a haystack. The continued absence of the Thetis, however, indicates that she has come up with her quarry. As the days go by without tidings, the anxiety increases rapidly, but there is

still much reason to hope that the ship and her precious freight of human lives will yet come through."

SWAM FROM FLAMES.

A Port Townsend dispatch says: "On Friday afternoon at 3 o'clock the ship Sound was the scene of a marine accident in which were lost the lives of two sailors, whose names are unknown, three other men narrowly escaped, and resulted in the total destruction of what was conceded to be the finest gasoline launch on Puget Sound. The vessel destroyed was the launch Marion, owned by E. A. Sims, of this city. She had been undergoing repairs at Seattle, and was returning here when the accident happened. Sims belongs to the firm of Sims & Levy, which furnishes deep water crews, and three men for the launch were taken aboard at Seattle, Louis Hansen, who was in charge of the launch, cautioned the sailors about smoking several times, but without success. When the launch was three miles off Jefferson cove, one of the sailors lighted his pipe and dropped the match in the bilge. In an instant the gasoline was ignited and flames shot skyward. Before Hansen could get to the beach the flames had carried aft, and the entire cabin was a sheet of fire. All aboard were forced to jump for their lives and swim for shore. A tank containing 250 gallons of gasoline fortunately did not explode, but the explosive leaked out and soon the unfortunate swimmers found burning gasoline on the water slowly creeping after them. Heroic swimming kept them ahead of the blazing waves, but the effort was too much for two of the sailors, who went under and were drowned. Hansen and his companion, Martin Newton, and one sailor named Fitzgerald managed to keep afloat until assistance came from a fishing boat anchored a mile away, the occupants of which started immediately to the rescue. When picked up all three men were more dead than alive. The Marion burned to the water's edge and then disappeared. The loss is about \$3,000."

DREDGE COMING HERE.

The dredge King Edward VII. has returned to New Westminster from Ladner, after clearing the steamboat channel of sand bars along the water front, so that the regular river steamers may call at the wharves as heretofore, and attending to some small matters of repairs, etc. The dredge will leave the Royal City about July 4th for Victoria, to assist on the reclamation work at James Bay. City Engineer Topp is now ready for the big machine. She will commence operations in that part of the harbor near the James Bay club house, gradually working her way towards the silt and mud she takes from the bottom of the harbor, will be deposited on the flats. If kept working night and day the dredge will soon fill in the flats. The main pump of the dredge is of the centrifugal type, 10 feet diameter, with 20 inch suction and discharge. It has a capacity of 15,000 gallons per minute and is driven by a triple expansion engine, which is 90 inches in diameter. The dredge is equivalent to 600 cubic yards of solid material per hour, or 6,000 cubic yards in 10 hours. As a cubic yard is equal to about a ton and a half, this means that the dredge will dig 9,000 tons of material per 10 hours from 40 feet deep and deliver it nearly a mile away.

The pump and engine is of the latest type, and was developed after long experience by A. W. Benson, of London, England, and has shown marvelous efficiency. It is capable of delivering the dredged material through a 20 inch pipe, 4,000 feet long if required. The dredge will thus have a reach of 4 miles in filling and reclaiming land as well as in deepening channels.

STAY HERE TOO BRIEF.

Two hundred excursionists who are going to the steamer Spokane, which is to leave for the city this afternoon, are not yet ready to leave. Those who are not already in the city will arrive on the steamer at 3 o'clock, and will remain over until nine, the hour at which the steamer is to leave for Alaska. The steamer will have all the passengers who have accommodation for, and if they entertain any regret on leaving here it will be because of the short stay of the steamer in port. The passengers on the first trip of the steamer considered that they had not been given as long enough visit in Victoria. On arrival at Seattle, Capt. S. A. Knudson of the Dora, said: "I made the trip on the Spokane, and while I had heard much of the wonder, full scenery during my work as a newspaper man on the Coast I was simply awestruck when I saw it. On the boat were a lot of these hard-headed, hard-boiled New Englanders, who don't travel often, but who see a good deal when they do get out, and they were simply awestruck when they saw the only complaint made was that the boat did not stop longer at Victoria, Juneau and Sitka, and I understand that defect will be remedied on the next trip."

OUTGOING CHINA LINER.

The Northern Pacific liner Victoria, which arrived from the Sound yesterday afternoon on her way to the Orient, proceeded to sea this morning. The total cargo of the steamer is valued at \$25,000. It includes two typewriters, 600 bales of sheafing, aggregating 404,000 yards, which go to Shanghai. There are seven crates of window blinds for Chefoo, and Hongkong takes the balance of the cargo, which includes 61,820 pounds of dried fish, 24,202 feet of rough lumber, 4,700 sacks of flour and one typewriter.

VICTORIA REPAIRS COMPLETED.

After retreating about 500 or 600 tons of coal, which she was obliged to discharge in order that repairs might be made, the steamer Victoria left the dry dock this morning and will proceed with her cargo to Dutch Harbor, whither she was bound when she struck on the rock in Trincomalee channel a few weeks ago. The steamer received fifteen new plates on the blocks and other repairs which were speedily and thoroughly carried out by the Esquimalt Marine Railway Company.

RHEUMATISM—WHAT'S THE CAUSE?

—WHERE'S THE CURE? The active irritating cause of this most painful of diseases is pointed out in the blood. The American Rheumatism Cure neutralizes the acid poison. Relieves in 6 hours and cures in 10 days. Sold by Jackson & Co., and Hall & Co., etc.

ANNUAL MEETING WOMEN'S AUXILIARY

SUMMARY OF WORK DONE DURING YEAR

Reports of Society and Daughters of Pity Read and Adopted—The Plans for the Future.

The Women's Auxiliary held their third annual meeting at the city hall last week, when there was a large attendance of members and friends.

The executive committee reported that the expenditure for the year amounted to \$2,521.06, most of which had been devoted to the current needs of the hospital. The special donations during the year had included an invalid chair from R. Humphrey; blankets from the Lawyers' baseball team; two easy chairs from Mr. Davidge; 12 slippers from F. Angus; dinner wagon and indoor ambulance, Professor Wickens and pupils; one-half of the net proceeds of the Kirman held by the Metropolitan Methodist church; offertory at the Woodmen of the World special service; plants from Mr. Kirby and the Inverloch Nursery, and fly doors, screens and plants from the Women's Auxiliary.

The membership roll at present included 215 names, and work had been undertaken by about 40 ladies, besides the little King's Daughters' circle, of which the Women's Auxiliary is a branch. The society had given two entertainments, a garden party and a ball. The thanks of the society were due to E. H. Russell and the members of the Arion club, for the proceeds of their concert in September last; to Mr. and Mrs. Virtue, for kind co-operation in same; to the Lawyers' baseball team, for gate money; to Professor Wickens and pupils, for the sum of \$80 as the result of their concert at G. H. Barnard, for one month's almsman's fees; to E. Todd, for loan without interest of \$200; to J. M. Finn and the Fifth Regiment band, for generous services at the garden fête, assisted to Professor Longfield, and the Cecilian orchestra for a like service. Thanks were also extended to Sir Henry and Lady Joly, Major Hayward, Rear-Admiral and Mrs. Bickford, and the officers of H. M. garrison, and to the colonel and officers of the Fifth Regiment for their continued patronage and interest.

During the past year a committee had met and discussed with the board of directors the construction of the long contemplated children's ward, but owing to lack of funds it had been deferred until such time as the money could be raised. The addition of a sterilizing apparatus at the hospital was almost completed.

A fund for the erection of a Queen Victoria memorial ward for maternity cases had been opened at the Bank of Commerce, and a subscription list had been started. A large sum of money had been contributed to the fund by the late Mrs. Charles Hayward and the late Mrs. Wollaston, who had been very valuable members of the society.

The report was adopted and a vote of thanks passed to the ladies of the committee.

The half yearly report of the Daughters of Pity stated that the members had various entertainments given in aid of the Jubilee hospital. On May 1st the society had held a very successful ping pong tournament in which they were kindly assisted by Mrs. Burton, Mrs. French, Mrs. Howard, Mrs. Russell, Mrs. W. W. Benson and Miss H. S. Pemberton. The net proceeds of the tournament were \$231.70, the receipts having been \$414.45 and the expenses \$182.75. During Lent the society met every Friday with Mrs. Russell to do sewing for the private rooms of the hospital, making 23 linen bureau covers, 28 washstand covers, and a number of other useful articles. The membership numbered 51.

A vote of thanks was passed to the Daughters of Pity.

Addresses were made by Mrs. Robertson, vice-president of the Auxiliary Society, C. E. Redford, Joshua Davies, and the Bishop of Columbia.

The executive was re-elected with the exception of the following ladies, who for domestic reasons regretfully retired from active service: Mrs. D. M. Roberts, Mrs. G. S. Tilton, Mrs. Simon, Mrs. Laidlaw and Mrs. E. Gordon. The following ladies were added to the executive: Mrs. Tharke, Mrs. Bertram, Mrs. Gordon Hunter, Mrs. Seabrook, Mrs. R. E. Brett and Mrs. Wm. Broderick.

DISCHARGE GRANTED

To Canadian Mounted Rifles, Except Members of Permanent Corps and Policemen.

Ottawa, June 27.—A cable was received at the militia department to-day from Lord Kitchener saying that he was giving discharge to any members of the Canadian Mounted Rifles who applied for same, excepting members of the permanent corps and mounted policemen.

PRINCE HENRY DEPARTS.

Left London To-day to Join the German Flagship at Portsmouth.

London, June 28.—Admiral Prince Henry of Prussia and his suite left London this morning to join the German flagship at Portsmouth. The Prince of Wales bade farewell to his cousin at the station. A large crowd of people gave Prince Henry a hearty send-off.

INTERRUPTED BY ICEBERG.

Ottawa, June 27.—Word has been received here that since June 20th cable communication between Chateau, Bar and Belle Isle has been interrupted by the setting of a large iceberg. The Marconi system is also interrupted.

TOURIST ASSOCIATION.

Proposed to Hold a Flower Show Discussed—A Summer Theatre.

A number of important matters were discussed at the regular weekly meeting of the Tourist Association on Saturday evening. The committee appointed to secure a regular launch service on the North Arm reported that their efforts had been so far successful as to warrant the hope that the service would be inaugurated this week. This service should prove very useful to tourists and pleasure seekers as well as affording a convenient mode of conveyance to and from their homes to the residents of the Arm. In connection with the proposed establishment of sea baths a proposition was laid before the meeting to provide excellent bathing facilities in a most pleasant spot, and equipped with every convenience. The proposal was referred to a committee for report.

It was decided to make arrangements for frequent band concerts during the next two months, as many visitors to the city complain of the lack of amusements in the evening. Several of the members expressed the opinion that a summer theatre with light opera and vaudeville performances would prove a paying business for anyone who would undertake its establishment.

The practicality of holding a flower show was also discussed, and a committee was appointed to enlist the interest of all lovers of flowers who would be willing to assist in establishing the show. People who favor the idea are invited to send in their names or call at the association room and to signify the nature and extent of the work they would be willing to contribute towards the success of the show.

Considerable routine business was dispatched, and it was pointed out that so far results have more than justified the hopes of the promoters of the association, and the members are confident that the future will prove fruitful of very material benefit to the city.

PRIVATE WEBB'S DEATH.

Verdict of Accidental Death Returned at Inquest on Saturday.

Coroner Hart presided at the inquest into the death of Private George Henry Webb, late of the Royal Marines, on Saturday afternoon. After the jury had viewed the body, Private Albert Told, of the Egeria, gave evidence to the effect that Webb had deceased in a boat. The landed on the shore and separated. Returning to look for his friend, witness found him undressed in the water. Deceased was struggling, and called for help. Witness took off his clothes and went in, but deceased clutched him by the throat and pulled him under. Witness freed himself and then got hold of his friend again, but the latter again caught him by the throat, and witness, becoming exhausted, was taken to the boat for an air. When he returned deceased had disappeared. He searched for the body for some time, but could not find it, and so came to town and reported the matter to the police.

By the Coroner—He had never been bathing with deceased before. Witness could swim and so could deceased, but the latter was a strong swimmer.

By the Foreman—They had not had any drinks that day.

Lance-Sergeant Thos. Hamington, of the Egeria, identified the body of deceased. He said that Webb had been a very good and steady character.

Constable Wm. Clagrade gave evidence as to the finding of the body in the water about 15 feet deep. The body was naked, the arms being crossed before the face, as usual in cases of death from drowning.

The coroner, in summing up, said that there seemed to be no doubt that Told had done all he could to save his comrade.

The jury returned a verdict of accidental death.

NURSE'S CONFESSION.

Miss Jane Toppin Says She Could Not Help Committing Crimes.

Boston, June 25.—Suspected of the death of eleven persons, and indicted for murdering three, Miss Jane Toppin, who was legally dazed insane yesterday, has confessed that during her career as a professional nurse, she killed no less than thirty-one persons. This statement was made to Judge Fred M. Bixby, of Brockton, her senior counsel, at her trial at Barnstable, yesterday, when she was found not guilty because of insanity, on the charge of having murdered Mrs. Mary D. Gibbs, Judge Bixby said, also, that Miss Toppin admitted that she had set fires and committed other serious acts. She said she could not help committing the crimes. She argued, moreover, that she was doing wrong when she administered poison to her victim, and she asked Judge Bixby how, under such circumstances, she could be of any sound mind.

Morphine was Miss Toppin's agency for producing death. Many of her victims were unsuspecting and most intimate friends; others were the patients of reputable physicians who employed her on account of abilities as nurse. She was an expert in her knowledge of how to employ drugs and poisons, that she was able to escape detection for years.

In the detailed story as told to Judge Bixby, she did not enumerate her many victims, although she did admit the killing of Mrs. Gibbs, Mrs. Harry Gordon, of Chicago, and Alden P. Davis, all of whom died at Cataumet, last summer. Miss Toppin was indicted last December for the three murders, the state electing to try her on the Gibbs count yesterday.

PEOPLE MISS TOPPIN KILLED.

A list in part, of the murders to which Miss Toppin confessed to her counsel is as follows: Mrs. Genevieve Gordon, of Chicago, daughter of Mr. and Mrs. Alden P. Davis, at Cataumet, in July of last year; Mary D. Gibbs, daughter of Alden P. Davis, at Cataumet, August 13th, 1901; Alden P. Davis, of Cataumet, who died in July, 1901.

Miss Connors, of Woods Hole, died at Cambridge, in 1900, "complication of diseases."

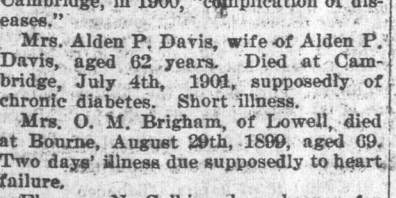
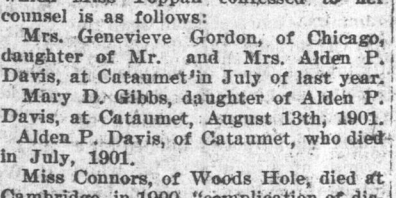
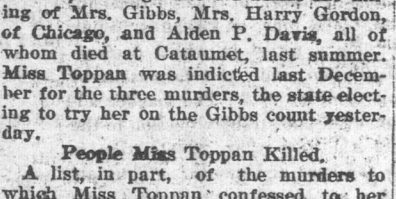
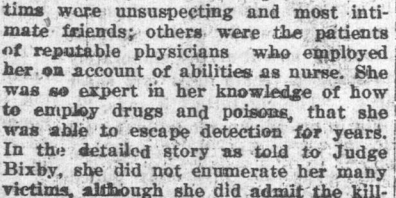
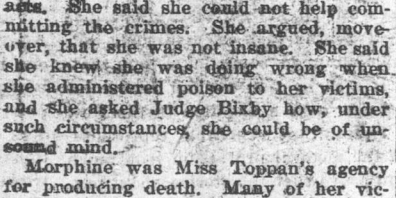
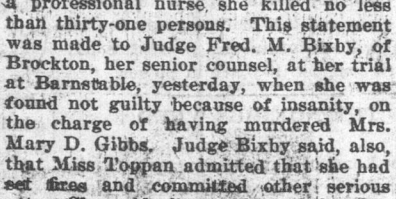
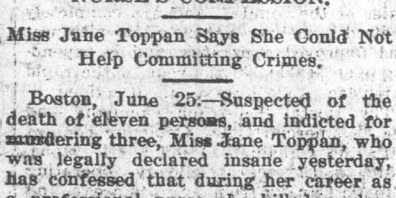
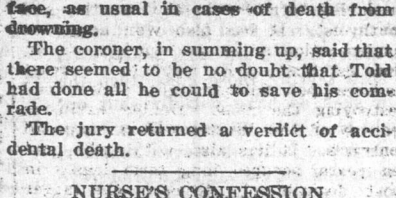
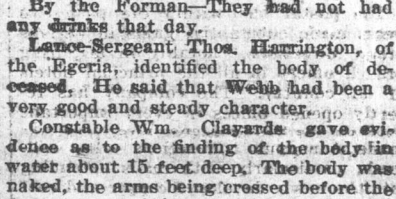
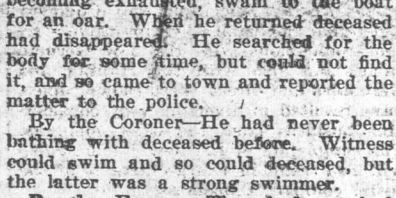
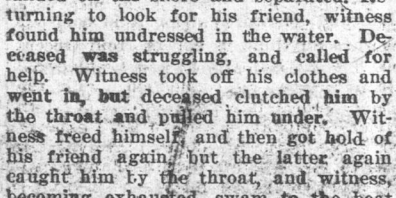
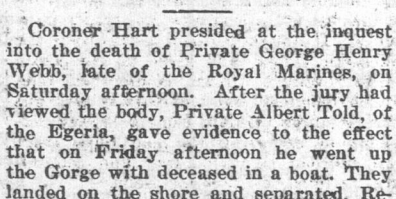
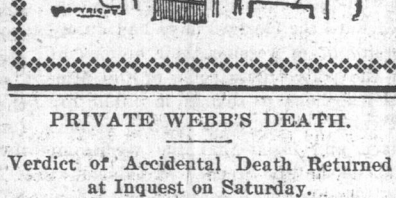
Mrs. Alden P. Davis, wife of Alden P. Davis, aged 82 years. Died at Cambridge, July 4th, 1901, supposedly of chronic diabetes.

Mrs. O. M. Brigham, of Lowell, died at Bourne, August 29th, 1890, aged 69. Two days' illness due supposedly to heart failure.

Florence N. Calkins, housekeeper for Mrs. O. M. Brigham, died at Lowell, January 15th, 1900, short illness; "heart failure."

Mrs. Edna Bannister, of Tunbridge, Ont.

Dr. Pierce's Pleasant Pellets cleanse and regulate the bowels.



Business Change Sale

Bargains for Cash

B. Williams & CO., Clothiers and Hatters, 63-70 Yates St.

