UNCTION GRANTED.

Pacific Restrained from Retiring Preferred Stock.

polis, Dec. 30.—Judge Elliott, trict court of Hennepin county, anted a temporary order re- the officers of the Northern ailway company from retiring red stock of that company. der was issued on the applica- Peter Power, of New York, s a hundred shares of the com- k. It was supposed that the f the action brought in the k courts by holders of preferred red away the last obstacles to ment of the preferred on Jan- eaving the Hill interests free

l, Dec. 30.—Just after the noon ay President Charles S. Mel- he Northern Pacific Railroad was served with papers which e company from retiring the stock.

MATTER OF WIGS.

Wicksteed Explains About His ty With Chief Justice Strong.

R. Wicksteed of Ottawa, who e in difficulty with Chief Justice d who has prepared an informa- ing the chief justice with threat- guage and gestures, gives the version of the affair in the Ot- en:

opening of the supreme court a ago," he said, "I had intended motion that, according to Eng- n, barristers addressing the su- rt, should wear wigs. I spoke to ar of the court, and he told me d not think it could be done as d have no reference to cases in t. I also showed him my pro- tion, and I believe he in turn to the chief justice. When I in court that morning the sheriff d me, saying that if I made such he would have to do his duty, or words, eject me. I consequently carry out my intention. Subse- however, I went into the private of the judges to see Judge I was waiting for him when the ce came from his room. Speak- reatening voice and making men- tures towards me, he said that tments were private and intimat- should get out. He flourished his did not strike me. I simply told waiting for Judge Gwynne, and t to know why I didn't go into I told him the judge was en- was his menacing attitude to that I objected to, and the last een heard of it. I don't want to ing further for publication just

the only host with thoughts so t find it in his heart to charge. to order wine, madam and sir, has a bed for every traveler, you, emperor, or I'll meet you, t.

st tavern as we leave the town.
—Edwin Markham.

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D REGISTRY ACT.

atter of an application for a Du- e of the Certificate of Title to One Hundred (100) Victoria City, ubdivision Four (4) and Five (5) of ban Lot Forty-Three (43) Esqui- District.

is hereby given that it is my in- at the expiration of one month first publication hereof to issue ate of the Certificate of Title to e lands issued to Harriet Keesing, th day of January, 1903, and num- Ta-b.

S. Y. WOOTTON.
Registrar-General.
Registry Office, Victoria, B. C., cember, 1901.

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NCH SOLDIERS INSURED.

vide Against Mishaps, Fatal and Otherwise.

ese days of wars and rumors of e question of insuring the soldier ving attention, says the Boston . There has now been formed nce a society called "La Provi- n Soldat," which enables him to against mishaps, fatal and oth- incidental to his career. For a um of 18 francs, or less than 2 per day, he can assure against ts during the three years he n a regiment. When he joins the he pays 3 francs for each period "called up." If injured he re- certain allowances, and in the accidental death his family will tled to 1,200 francs.

Evidences Of Shipwreck

Wreckage Given up By the Sea Picked up on Island Coast.

Bark Asie Capsizes—The Santa Clara—Tees Sails For Nass.

The West Coast of Vancouver island is littered with wreckage. Robert Daykin, son of the lighthouse keeper at Carmanah point, made a search of the contiguous coast line as far west as Cloose and as far east as Bonilla point, and he found a large quantity of wreckage. He said nothing of the wreckage to the officers of the Queen City, but in a letter despatch to the city Mr. Daykin details the wreckage found as follows: Some large butter kegs or barrels with galvanized hoops, one of these is marked "250 pounds butter"; the bowsprit and jibboom of a vessel; too hatches, painted a reddish brown; two white painted cabin doors, found near Nitinat; a large number of broken oars; the lid from the seat of a patent closet, evidently from a steamer; a raft about 35 feet long, broken in two; the ends of this raft were painted, and it was made from four-inch lumber with two-inch planks spiked to the four-inch timbers; the lower part of a rudder, not coppered, but painted with copper paint; half of a hardwood, white painted ship's taffrail, 18 inches wide, with blue painted elm stanchions. Part of the derrick of a steamer with about a hundred feet of hawser attached; two yards, about 18 inches in diameter, painted black with white yard arms; a mess-table, which to the finder looked as thought it might be from the fo'csle of a schooner; pieces of a boat, painted lead color. After the Queen City left bearing the letter from the lighthousekeeper, search was to be made of the beaches east of Bonilla point, where it was expected further wreckage would be found. Further westward the part of a ship's deck house was ashore near Cape Scott.

While some of this wreckage is probably from the lost collier Matteawan, aably from the lost collier Matteawan, a may be that some inbound craft have met disaster in the storm. The broken pieces of a ship's boat, the broken raft and floating oars, are silent evidences of a tragedy, which, it may be, included a grim struggle for life in the awful storm-swept sea, when the unfortunate sailors of a lost craft have been washed and tossed lige corks from wave to wave, until, when the seas had swept them to a grave in the angry waters it cast their meagre support, on which they and tossed like corks from wave to crued rocks, until broken and battered by the rocks, it has been brought in to a better beach with the change of the tide—a silent victim of an unseen disaster. This craft, lying awash with the ebb and flow near Carmanah may possibly have held for a time some of the unfortunate sailors off the lost Matteawan—but no one can tele

But not all this wreckage found on the coast is from a steamer such as the lost Matteawan. Much of the flotsam speaks of disaster to some sailing craft, whose identity has yet to be learned, if the seas ever give up the secret. There were several vessels about due at Victoria and the Sound at the time of the heavy Christmas night storm, and until these are reported there will be more or less apprehension for them. The Springbank, a loaded bark bringing general cargo to Victoria from Greenock, was fully due, and among others the Robert Duncan was due, or rather overdue, for she was out 87 days from Weihai-wei for Port Townsend when the storm occurred. The Springbank is now out 154 days.

BARK TURNS TURTLE.

French Vessel Capsizes at Portland and Disaster is Narrowly Averted.

The French bark Asie, a four-masted vessel of 2,059 tons, turned turtle while lying at her dock at Portland on Tuesday, and was badly damaged, narrowly escaping disaster. No lives were lost, for as by a miracle, crew and longshoremen escaped, one man being injured. Capt. Olivand's wife was rescued with difficulty. The dock on which the Asie was thrown when she capsized is a frail structure and may carry away, in which event the bark will sink in deep water.

When the bark toppled over her fore, main and mizzenmasts struck the wharf, and although they were of steel they were snapped in sev ral places, like so many pipe stems. The jigger was not injured from the shack. The hull of the bark is lying over on its side, and the decks are perpendicular. Everything not lashed was thrown over the side.

How the crew and longshoremen escaped is a mystery. When the accident occurred a number of stevedores were in the hold, sweeping up the last few bucketfuls of ballast. Suddenly the alarm was given that the ship was going over. A mad rush was made for the ladders leading from the hold to the deck, but when they were reached the vessel had toppled so far over that the men could not climb them. It was only with the greatest difficulty that the deck was gained. The French crew were panic-stricken, and were running frantically around, not knowing which way to turn. The stevedores escaping from the hold led the way up the still quivering masts and rigging, and the crew followed. All soon reached the dock in safety.

The captain's wife was in the cabin forgotten by the panic-stricken crew. She managed to clamber up the companion way of the cabin and gain the poop, but could get no further than the door, owing to the decks being perpendicular. She screamed, and a small boat was sent to her assistance from the shore. The boatmen who went to the rescue of the woman took their lives in their hands, as the big ship was threatening to carry the dock away any moment. If it had the boat and those in it would have been inevitably carried down with the ship. One of the boatment gained the door of the companionway by climbing up the after bulwarks and thence over the wheel box. A rope was made fast to the captain's wife and she was lowered into the boat.

The accident to the Asie is a parallel to that of the Andalena, which was lost on Puget Sound January 14, 1899, only in the case of the Andalena 17 hands were lost.

There seems to be a difference of opinion as to the causes of the accident. The shipliner alleges the ballast logs were sufficiently heavy to hold a much larger ship than the Asie in an upright position, but the captain thinks they were not. The fact that the logs are pulled clear of the water and are well up on the vessel's side would appear to bear the captain out in his views.

CARLETON'S ROUGH PASSAGE.

On Her Beam Ends Many Times While en Route to Honolulu.

When the Aorangi arrived from Australia via Honolulu on Christmas Day she brought news that among other ships overdue at Honolulu was the S. D. Carleton from Seattle for the island port. The steamer Alameda, which has reached San Francisco from the islands reports that the bark had a hard voyage. The vessel was on her beam ends half a dozen times, and on many occasions the crew thought the masts would roll out of her. For two weeks the decks were awash and most of the time there was from two to three feet of water running through the scuppers, and members of the crew took their lives in their hands every time they went on the main deck.

For 12 days the Carleton was off Honolulu and once she had a narrow escape from going on Molokai. Capt. Amesbury finally brought his vessel into port badly battered, but not seriously damaged.

SHINANO UNINJURED.

Survey of the Japanese Liner Shows no Damage to Vessel.

A survey of the Nippon-Yusen-Kaisha liner Shinano Maru at Seattle shows that the fire did not injure the steamer. Capt. F. J. Burns, for the underwriters, and Messrs. Hills and Walker for Lloyds made the examination. They especially sought to ascertain if any injury had been done to the bulkhead between No. 1 and No. 2 holds. This, one of the most exposed parts of the ship, is intact.

In consequence a force of longshoremen began, according to the plan of F. M. Studley, local manager of the Nippon-Yusen-Kaisha, removing freight from No. 2 holds into No. 1, all of the cargo having been taken from the latter compartment. None of the scorched freight will be put in the ship again, all space so created being filled with entirely new consignments of cotton, merchandise and wares.

The Shinano will probably be fuly loaded and on her way to sea again before the close of the week.

RAINIER IS OVERDUE.

Owners Fear That the Vessel May Have Met With Mishap.

Chlopeck Bros., owners of the steamer Rainier, fear that she met with some mishap during the Christmas night storm. While the vessel might have made some harbor during the gale, the fact that she is now almost four days overdue from the Dixons Entrance banks is causing much anxiety.

The Rainier carries a crew of 24 men, and came to the Coast from the Atlantic, being known at that time as the tug New England. She had a narrow escape from being wrecked during a storm on her first voyage north, and was forced to return to this port for repairs. At that time part of her crew mutinied.

THE HOODOOED "A."

A Sailor Superstition Which Holds That the A is "Bad Luck Sign."

The sailor has his superstitions, among them is that which holds that a final or initial "A" in the name of a vessel is a "hoodoo." Certainly it is a fact that the greater percentage of the shipping casualties of the past few years on the coast have had for their victims craft whose name have had the hoodooed "A" affixed or prefixed. The Andrada, which foundered off the Oregon coast last November, was one, the Andelana, which turned turtle in Tacoma harbor in January, 1899, was another, and there were many others, the latest vessel in distress with the hoodooed "A" in their names being the Asie, a 2,059 ton bark which has turned over at Portland and the Santa Clara, which lies stranded on Trial island.

THE SANTA CLARA.

One of Owning Company Arrives to Superintend Salvage Operations.

Capt. Williams of the Alaska Packer's association was a passenger on the steamer Majestic yesterday from San Francisco, having come up to superintend the operations for the rescue of the ship from Trial island, where she still lies held on the rocks with a heavy port list. The yards and tophamper of the ship were taken down on Wednesday and yesterday and brought to port on the tug Mamie. Only two masts on the mainmast were left to be used for a purchase for hoisting gear. The ballast has not been moved and nothing has been done towards salving the vessel since the Pioneer hauled at her on last Saturday morning. A survey will be held today by Capt. Williams and a plan will be then devised for the rescue of the vessel.

A LONG DRIFT.

Bottle Thrown from Umatilla Off Oregon Picked Up at Kyuquot.

The fact that the trend of current is toward the Vancouver Island coast and wreckage from vessels lost or wave-swept off the Oregon or California coasts, drifts north along the Island coast, is again illustrated by the fact that a bottle thrown from a steamer Umatilla on September 10 was picked up at Kyuquot on the West Coast on December 27. The message placed inside the bottle, which was brought from Kyuquot by the Queen City, reads: "SS. Umatilla, noon, September 10, 1901, off coast of Oregon, 350 miles out from San Francisco. All well". When on the other side of the paper is: "H. H. V. K., Box 231, Monterey, Col." The bottle had drifted over 600 miles.

MARINE NOTES.

It is not unlikely that the British steamer Pembrokeshire will come to the Esquimalt dock. The fine steamer struck on Sylvia de Grasse reef of the Columbia river on Tuesday night while bound out from Portland with 6,000 tons of wheat for Queenstown. She is leaking badly, although her pumps are keeping her clear. While some hold that the vessel can be repaired without being hauled out, others state that the cargo will have to be taken out and the steamer docked for repairs.

The ship Andorhina, a sister ship of the lost Andrada, which was never seen again after taking a pilot off the Columbia on November 12 of 1899, and the Andelana, which foundered in Tacomo harbor the year before is listed to arrive at Portland from Santa Rosalia to load wheat.

The overdue barkentine Renseid has arrived at Astoria 88 days from Pisagua. She was reinsured at 20 per cent.

The schooner Arilla, having settled the claims against her, was towed to Seattle on Wednesday by the tug Mystery.

James Tyson, one of the owners of the wrecked Minnie E. Caine, has arrived at the scene of the wreck from San Francisco to see if anything can be done to save the vessel. Her condition when Capt. Caine visited her, however, indicated that it was advisable to abandon her to the underwriters.

Steamer Tees left for Nass and way ports of northern British Columbia last night. She had a small freight and an average list of passengers. Included amongst them were J. E. Spencer, for Bella Coola; W. Stocks, G. Charles, H. W. Tennveon, R. Chambers, T. A. Wilson, Miss Fawcett, Miss Mary O'Neil, Mr. H. O'Nell and W. Bucknell.

British ship Beechdale, salmon laden for England, from the Fraser, is in the Royal Roads, and the tug Pilot will tow the salmon laden ship Greta to the Roads today.

The brigantine Blakeley has loaded her stores and ballast and is about ready to start for Cocos island. Her crew has been signed.

Three sealing schooners, the Vera, Geneva and Dora Siewerd, set sail yesterday and the Umbrina is to go today.

QUININE CHEAP IN INDIA.

Quinine is sold at every rural postoffice in India at the rate of five grains for a farthing. That is 10 grains for a cent, or 48 cents an ounce, retail. In Bengal alone 1,440,000 five grain packets are sold annually. The government used to import $250,000 worth of quinine every year, but Lieutenant Colonel Kinz, superintendent of the royal botanic gardens in Calcutta, has introduced its cultivation in India, and there are now 4,000,000 trees in Bengal.

FROZEN TO DEATH.

Sad End of John McNabb on New Year's.

Winnipeg, Jan. 2.—(Special)—John McNabb, a Reaburn farmer, lost his way while returning home last night and was found this morning frozen to death.

LATEST FROM KITCHENER

Operations For Week Ending December 23—Dewet Near Langberg.

London, Dec. 31.—Lord Kitchener, under date of Johannesburg, December 30, sends a weekly budget showing that since December 23, 35 Boers have been killed, five wounded, 237 taken prisoners, and 51 have surrendered. These, says the commander-in-chief do not include Dewet's losses on his attacks on Dartnell and Firman when it is reliably estimated that 50 were killed and 50 wounded.

Dewet is still in the vicinity of Langberg. Col. Spence and Col. Plumer came in contact December 28, with Britz's commando, and took 27 prisoners. General Bruce Hamilton came in touch with Grobela's commando near Marydale on December 23. He killed four Boers and captured 27.

I. O. G. T. ENTERTAINMENT.

Perseverance Lodge Enjoys a Pleasant New Year's Night.

Perseverance lodge No. 1, I. O. G. T., held their annual New Year's night entertainment on Wednesday evening. Col. Gregory occupied the chair. The following ladies and gentlemen kindly assisted in making the entertainment a success: Mrs. G. F. Watson, Mrs. Gregson, Miss Scowcroft, Miss A. D. Cameron Messrs. Hicks, Gordon, Kirkendale, Master Foote, Messrs. J. G. Brown and Short. Revs. Elliot S. Rowe, W. H. Barraclough and R. B. Blyth, gave short addresses.

BOER MEDICAL METHODS.

Official Reports on the Concentration Camps.

From London Daily Mail.

A volume which is likely to be much quoted by polemists on the concentration camps was issued last night. It is a blue-book, containing official (mostly medical) reports on the Boer refugee camps, forwarded by Lord Kitchener at the request of Mr. Brodrick made in March last.

There is much painful reading in the reports, but there is little or nothing which can be read as a national reproach. They show that the officials made strenuous and herculean efforts to cope with a gigantic undertaking in which almost inconceivable difficulties faced them. The sordid details of Boer life and the horrible results of medical treatment of the ill—too disgusting for publication—will be almost incredible to those unacquainted with South Africa. The general ignorance and superstition among the Boers, to whose baneful influence the report calls attention, are better known. Here are a few instances culled at random; the first three are reported from Krugersdorp camp:

(1) A recent remedy among the Boers, no matter what the nature of the ailment, is to paint the part afflicted with green paint. Three children named Smith were suffering from some complaint which I was unable to ascertain. The children were painted all over with green paint, with the exception of the face. Two of the children, a boy aged four and a girl aged seven, were admitted on July 24 to the hospital. The boy died the same day, and the girl the following day, both of acute arsenical poisoning; the third child, aged four months, died before the others were brought into hospital.

(2) Dr. Aymard was sent for to see a child aged two in the camp, who was unconscious. He found on the table in the tent the following Dutch remedies, all of which were being administered at the same time without any doctor's orders:

(1) Hoffman's drops (containing ether.)
(2) Essenz dulcis (containing opium).
(3) Red powder (containing tartar emetic).
(4) Jamaica ginger.
(5) Dutch drops (composition unknown.

The child continues unconscious.

(3) A baby, named Schutte, aged four months, was suffering from bronchitis. The doctor ordered the child to get nothing but milk; the mother refused to give the child milk, but gave it sardines instead; the infant died in two days.

This is from Major-General Maxwell: The epidemic of measles has very considerably abated, but the death rate among the children is higher than it should be owing to the crass stupidity and neglect by the mothers themselves. One child suffering from dysentery was given a large raw carrot by its mother at Irene camp; the child died four hours afterwards.

There were at first, it is true, many inevitable shortcomings, many natural defects in the camps—for instance, in regard to tents and food—but it was war time. They were remedied as quickly as possible, but, of course, disease and death did their ceaseless work. Sad it is that so much life—young life—was lost, but the reports show that so far as in them lay it cannot be laid to any carelessness or remissness on the part of the officials.

As it is, the care of the British officials is having a beneficial effect. Better feeling is growing. Even the following exercise in composition by a little Dutch refugee girl being taught English in a camp was well meant:

"I will try to learn English that I can say to the Kakky, handsup; I am twelve years old. This is my first English writing."

So the government will not lose anything by the publication of the blue-book.

INDIAN MUTINY.

Thrilling Incidents of the Siege of Delhi.

(Rev. J. W. Fitchett, in the Cornhill.)

On July 9 an attack of great strength, and marked by great daring, was made by the enemy, and was almost lifted into success by the disloyalty of a detachment of the 9th Irregular Cavalry. They were on outpost duty watching the trunk road. They allowed the enemy to approach the British position without giving warning, and when Hills, who commanded the guns in front of the General's mound, ran out of his tent and leaped on his horse, he found a troop of Carabineers in broken flight sweeping past him, and the enemy almost on his guns. He shouted 'Action front!' then, to give his gunners a chance of firing, rode single-handed into the enemy's squadrons, a solitary swordsman charging a regiment! He cut down the leading man and wounded the second; then two troopers charging him at once, he was rolled over, man and horse, and the troops swept over him. Bruised and half-dazed he struggled to his feet, picked up his sword, and was at once attacked by two of the rebel cavalry and a foot soldier. He cooly shot the first horseman riding down upon him, then, catching the lance of the second in his left hand, thrust him through the body with his sword. He was instantly attacked by the third enemy and his sword wrenched from him. Hills, on this, fell back upon first principles, and struck his opponent in the face repeatedly with his fist. But he was by this time himself exhausted and fell. Then, exactly as his antagonist lifted his sword to slay him, Tombs, who had cut his way through the enemy, and was coming up at a gallop to help his comrade, with a clever pistol-shot from a distance of thirty paces killed the Sepoy. It was a Homeric combat and both Tombs and Hills received the Victoria Cross. The enemy meanwhile had galloped past the guns, eager to reach the native artillery, which they hoped would ride off with them. The 9th Lancers, however, had turned out in their shirt-sleeves, and riding fiercely home, drove off the enemy. It is always interesting to listen to the story of a gallant deed, as told by the doer himself. The reckless valor which Lieutenant Hills showed in charging single-handed a column of rebel cavalry, in order to secure for his gunners a chance of opening fire, can hardly be described by a remote historian. But Hills has told the story of his own deed, and an extract from his tale, at least, is worth giving:

'I thought that by charging them I might make a commotion and give the gun time to load, so in I went at the front rank, cut down the first fellow, slashed the next across the face as hard as I could, when the two sowars charged me. Both their horses crushed into mine at the same moment, and, of course, both horse and myself were sent flying. We went down at such a pace that I escaped the cuts made at me, one of them giving my jacket an awful slice just below the left arm—it only, however, cut the jacket. Well, I lay quite snug until all had passed over me, and then got up and looked for my sword. I found it fully ten yards off. I had hardly got hold of it when three fellows returned, two on horseback. The first I wounded and dropped from his horse. The second charged me with a lance. I put it aside, and caught him an awful gash on the head and face. I thought I had killed him. Apparently he must have clung to his horse, for he disappeared. The wounded man then came up but got his skull split. Then came the third man—a young, active fellow. I found myself getting very weak from want of breath, the fall from my horse having pumped me considerably, and my cloak, somehow or other, had got tightly fixed round my throat and was actually chocking me. I went, however, at the fellow and cut him on the shoulder, but some 'kupra' (cloth) on it apparently turned the blow. He managed to seize the hilt of my sword and twisted it out of my hand, and then we had a hand to hand fight, I punching his head with my fists, and he trying to cut me, but it was too close to him. Somehow or other I fell, and then was the time, fortunately for me Tombs came up and shot the fellow. I was so choked with my cloak that move I could not until I got it loosened. 'By-the-by, I forgot to say that I fired at this chap twice, but the pistol snapped, and I was so enraged that I drove it at the fellow's head, missing him, however.'

The Sepoys had planted a battery of guns at a point in their front called Ludlow Castle, and maintained from it a constant fire on Metcalfe House. Their skirmishers, too, crept up with great audacity, and maintained a ceaseless fire on the British pickets. It was necessary to silence this battery, and early in the morning of Aug. 12, without call of bugle or call of drum, a force of British Sikhs and Ghoorkas, with a few persons were crowed at West Point, Ga., while attempting to cross the turbulent Chattahoochee, and Thomas Russell, an engineer on the Atlanta & West Point railroad, was killed in a freight wreck caused by a washout near Notasulga, Ala. Thousands of dollars' worth of property has been destroyed at West Point, and there is much suffering. Today the water in the streets of West Point was from one to five feet deep. Many people spent the night in Fort Tyler. No trains have been sent through from Atlanta to Montgomery over the Atlanta & West Point road since Saturday, and the Southern railway's New York and New Orleans limited last night was sent around by Birmingham and Meridian. A washout is reported on the Southern between Asheville and Knoxville. At Columbus, Ga., the Chattahoochee registered 38 feet. The property damage is already heavy. Nearly 247 inches of rain has fallen in the city of Rome, Ga. Two washouts are reported on the main line of the Louisville & Nashville road south of Montgomery.

TREMENDOUS FRESHET.

Richmond, Va., Dec. 30.—There is a tremendous freshet in the James river. The water is above the danger point at Columbia and still rising. The lower part of this city is cut off.

NATIVE SONS BALL.

The Annual Event Will be Held Early in February.

At the regular monthly meeting of the Native Sons, it was decided to hold their annual ball on or about the 7th February next. A strong committee was appointed and it was unanimously decided to make the event as great a success as the last, if not greater. After the usual routine of business, the Sons received their friends and an impromptu concert was held, refreshments being served. The entertainment was continued until 12 o'clock, when all did their best to sing out the old year and welcome the new. This year's ball will probably be the most successful ever held by the society. In 1900 several hundred people were present. Last year, the ball was abandoned on account of the death of Queen Victoria.

COMMUNICATION RESTORED.

C. P. R. Sending and Receiving Messages from the Mainland.

Tomorrow the cables of the two telegraph companies are expected to be repaired. Yesterday the C. P. R. established communication for a time. A barge was anchored in English Bay, where connection was made with the cable, and an operator was installed there. Messages were carried from the barge to the shore by ferry, and from 9:30 a.m. to 8 p.m. yesterday the C. P. R. did considerable business, this being the first occasion that Victoria has been in telegraphic communication with the Mainland since the heavy storm of Christmas night.

The dragging of the Aorangi's anchor destroyed no less than a mile of the C. P. R. cable between English bay and Nanaimo, and it has been found necessary to lay about two and a half miles of new cable. The electricians and experts of the Western Union Telegraph company are also at work on their cable broken by the dragging anchors of the ship Santa Clara, and this company expects to have communication restored by Saturday.

FRENCH SHORE.

London, Jan. 1.—The Daily Express tomorrow will publish a cablegram from one of the highest officials of the Newfoundland cabinet, as follows:

"St. John's, Nfld., Jan. 1.—This government has not considered the renewal of the modus vivendi, and hopes there will be no occasion to consider the enactment of a measure so detrimental to the interests of the Empire and the Colony.

"The government has not received any advice from the Imperial government as to what has been done in reference to the negotiations with France, since the Newfoundland delegates left London last May. All the Colony's representations to the Colonial office have been unanswered, and no reply has been received regarding reciprocity with America, although the Imperial government's desire respecting a discussion of that question between Sir Wilfrid Laurier and Sir Robert Bond (respectively the Premiers of Canada and Newfoundland), has been fully complied with, and the result has been reported to the Colonial office. The successful management of the Colony's affairs by the present administration is manifested by a financial condition unparalleled in its history. We only require justice at the hands of the Imperial government, in the removal of the restrictions as to the treaty shore and trade relations with America, to assure us a position of permanent prosperity."

The Anglo-French modus vivendi covering the lobster question of the French shore of Newfoundland, expired yesterday, and apparently no arrangement with France is in sight.

RAGING FLOODS IN THE SOUTH

Immense Damage to Property—Deaths Reported—Water Still Rising.

Philadelphia, Dec. 30.—From all parts of Eastern Pennsylvania, today, reports show that the rivers and creeks which became greatly swollen as a result of Saturday night and Sunday's continuous rain, are steadily falling. There is one exception, however—the lower part of the Susquehanna river being reported to be still rising, and close to the danger mark. Although considerable damage was done, the losses will not be great, most of the flooded areas being lowlands along the upper Schuylkill, Lehigh and Susquehanna rivers. In the anthracite coal districts a few of the mines were flooded, causing a suspension of work for the day. Along the lower Susquehanna there is apprehension that damage will result from ice gorges. The water is said to be rising six inches an hour in that vicinity.

The Schuylkill river in this city rose 18 feet above normal, which rise has been passed only once in 32 years. Manayunk, one of the mill districts, suffered most from the flood. Every mill along the river was forced to suspend operations, throwing out of work for the day about 3,000 persons. The river drives through Fairmont park, and several sections of the railroad tracks on both sides of the river between the park and the mouth of the Schuylkill were under water for a short time during the day.

It was feared that the Baltimore & Ohio station on the east side of the river, at Chestnut street, would be flooded, but just as the water got within a few feet of doing harm the water began to recede and all danger was over.

The rain, which began falling at 7 o'clock Sunday night, ceased at 7 o'clock this morning, and in that time the precipitation amounted to 3.26 inches.

FOUR PERSONS ARE DROWNED.

Atlanta, Ga., Dec. 30.—The torrential rains of the past two days in Georgia, Alabama and east Tennessee and portions of North Carolina, caused the death of four persons, as far as known, and inflicted serious damage to all kinds of property. The rains have been followed by a clear and much cooler weather, accompanied by high winds. The weather bureau announced today that the Chattahoochee river would continue to rise during the next 36 hours, and it is feared that much damage will result. Three persons were drowned at West Point, Ga., while attempting to cross the turbulent Chattahoochee, and Thomas Russell, an engineer on the Atlanta & West Point railroad, was killed in a freight wreck caused by a washout near Notasulga, Ala. Thousands of dollars' worth of property has been destroyed at West Point, and there is much suffering. Today the water in the streets of West Point was from one to five feet deep. Many people spent the night in Fort Tyler. No trains have been sent through from Atlanta to Montgomery over the Atlanta & West Point road since Saturday, and the Southern railway's New York and New Orleans limited last night was sent around by Birmingham and Meridian. A washout is reported on the Southern between Asheville and Knoxville. At Columbus, Ga., the Chattahoochee registered 38 feet. The property damage is already heavy. Nearly 247 inches of rain has fallen in the city of Rome, Ga. Two washouts are reported on the main line of the Louisville & Nashville road south of Montgomery.

TREMENDOUS FRESHET.

Richmond, Va., Dec. 30.—There is a tremendous freshet in the James river. The water is above the danger point at Columbia and still rising. The lower part of this city is cut off.

NATIVE SONS BALL.

The Annual Event Will be Held Early in February.

At the regular monthly meeting of the Native Sons, it was decided to hold their annual ball on or about the 7th February next. A strong committee was appointed and it was unanimously decided to make the event as great a success as the last, if not greater. After the usual routine of business, the Sons received their friends and an impromptu concert was held, refreshments being served. The entertainment was continued until 12 o'clock, when all did their best to sing out the old year and welcome the new. This year's ball will probably be the most successful ever held by the society. In 1900 several hundred people were present. Last year, the ball was abandoned on account of the death of Queen Victoria.

COMMUNICATION RESTORED.

C. P. R. Sending and Receiving Messages from the Mainland.

Tomorrow the cables of the two telegraph companies are expected to be repaired. Yesterday the C. P. R. established communication for a time. A barge was anchored in English Bay, where connection was made with the cable, and an operator was installed there. Messages were carried from the barge to the shore by ferry, and from 9:30 a.m. to 8 p.m. yesterday the C. P. R. did considerable business, this being the first occasion that Victoria has been in telegraphic communication with the Mainland since the heavy storm of Christmas night.

The dragging of the Aorangi's anchor destroyed no less than a mile of the C. P. R. cable between English bay and Nanaimo, and it has been found necessary to lay about two and a half miles of new cable. The electricians and experts of the Western Union Telegraph company are also at work on their cable broken by the dragging anchors of the ship Santa Clara, and this company expects to have communication restored by Saturday.

FRENCH SHORE.

London, Jan. 1.—The Daily Express tomorrow will publish a cablegram from one of the highest officials of the Newfoundland cabinet, as follows:

"St. John's, Nfld., Jan. 1.—This government has not considered the renewal of the modus vivendi, and hopes there will be no occasion to consider the enactment of a measure so detrimental to the interests of the Empire and the Colony.

"The government has not received any advice from the Imperial government as to what has been done in reference to the negotiations with France, since the Newfoundland delegates left London last May. All the Colony's representations to the Colonial office have been unanswered, and no reply has been received regarding reciprocity with America, although the Imperial government's desire respecting a discussion of that question between Sir Wilfrid Laurier and Sir Robert Bond (respectively the Premiers of Canada and Newfoundland), has been fully complied with, and the result has been reported to the Colonial office. The successful management of the Colony's affairs by the present administration is manifested by a financial condition unparalleled in its history. We only require justice at the hands of the Imperial government, in the removal of the restrictions as to the treaty shore and trade relations with America, to assure us a position of permanent prosperity."

The Anglo-French modus vivendi covering the lobster question of the French shore of Newfoundland, expired yesterday, and apparently no arrangement with France is in sight.

HON. WILLIAM MACDOUGALL.

Ontario to Honor Oldest Surviving Father of Confederation.

From Ottawa Citizen.

The Ontario government has just paid a graceful compliment to the Hon. William Macdougall, the oldest surviving Father of Confederation and the senior member of the King's privy council in Canada, by ordering the execution of his bust for the educational museum in Toronto. Mr. Macdougall, despite his great services to his native country, is one of those statesmen who have benefited little by their connection with public affairs. He was one of the most active spirits in promoting the union of the British North American colonies, and at a later date did more than anyone else to secure the acquisition to Canada of the Hudson's Bay territories, now constituting the most valuable portion of the public domain. With the exception of the C. B., which he received with others in 1867, he has never had any acknowledgment from the crown of his patriotic and useful endeavors, and is a poorer man to-day, so far as this world's possessions are concerned, than when he entered public life almost half a century ago. The fact that he is now remembered by the provincial government affords a sincere feeling of pleasure to his many old friends and associates at the Capital.

THE DECADENT LONDON TAILOR.

Pointney Bigelow in the Independent.

Do you want some clothes made in London? You go to a first class tailor and are elaborately measured and cross-measured. The cloth is excellent, the price moderate, as compared with New York. You are requested to call and try them on in three days. You come to be tried on, and find that the clothes are basted together, and that the fit is merely a preliminary one; the basting is all ripped open and your are pinned up again. The tailor expresses no surprise that his work is badly done; he does not know that it is a wretched job.

You call, after a long interval, and try them on again. The sleeves are an inch too long, the collar fits as though it were made for a horse, the jacket is tight across the chest and obviously intended for a fat man around the belt.

You ask if he really did take measurements in the first instance. The tailor complacently rips up all his seams again and once more proceeds to make chalk marks all over you and insert a number of pins.

You are inclined to use profane language, but curiosity masters your other feelings and you wonder how any establishment can succeed when so much time is wasted over one suit of clothes.

The turbine steamer King Edward, whose high speed led to the use of turbine engines in the British torpedo boats Viper and Cobra, shows an economy of 25 per cent in fuel over propellors.

CAMPBELL'S SALE.

The Latest Addition to Victoria's Solid Commercial Houses Making Rapid Strides.

Although comparatively a new factor in the business and social life of this city, "Campbell's" has come to be classed as the most reliable and well-stocked of Victoria's dry good stores in the "specialty line." The firm report that the business done since throwing their banner to the breeze has far exceeded their expectations and consistent and steady growth during those few months has made it a matter of congratulation. It is proposed in the near future to add very materially to the establishment and with their obliging and popular staff may be taken for granted that Campbell's will continue to grow with the growth of Victoria. As will be seen on reference to page five this firm have now undertaken their first annual clearance sale, which will include some choice mantles, a last shipment of costumes, new styles in canes, waterproofs and the numerous other lines of which they make a specialty.

BUILT IN CANADA.

Pontoon Bridge Made in Ottawa for Imperial Government.

The Ottawa Car company has just finished for the Imperial War Office the construction of a pontoon bridge for the use of the army in South Africa. It was the first order for these conveniences of war ever placed in Canada. The pontoons are ready for shipment awaiting orders from the Imperial government.

The pontoons are built somewhat after the fashion of a scow or boune. Each pontoon is in two sections, so that when joined together one forms the bow and the other the stern. They are covered inside and outside with canvas and marine glue and are as perfectly watertight as it is possible to make them. The units are 18 feet long and the company has constructed five which will provide for a bridge over a stream 180 feet wide for the accommodation of infantry and probably about half that width for cavalry.

CANADA GAZETTE NOTICES.

V. V. & E. Ry. Co. Asks for Time—A Railway to Dawson.

Notice is given in the last issue of the Canada Gazette that the Vancouver, Victoria & Eastern Railway & Navigation company will apply at next session of parliament for an act to extend the time for the completion of its undertaking.

H. M. Cleland, of Victoria, solicitor for the applicants, gives notice of an application to parliament for an act to incorporate a railway company for a railway from some point on the northern boundary of British Columbia between 140 and 130 degrees longitude, by the most feasible route to the Yukon river below Rink Rapids, thence via Selkirk to Dawson City.

days' imprisonment for being drunk. Mary James, another Klootchman, was fined $25 and $1 costs, or, in default, one month's imprisonment, for being in possession of an intoxicant. J. Snonis was given six months hard labor for supplying the liquor.

CANADIAN MINING INSTITUTE.

Annual Meeting to Be Held in Montreal in March.

The annual meetings of the Canadian Mining institute will be held in the Windsor hotel, Montreal, on the 5th, 6th and 7th of March next. The names of the officers and council nominated for the election at that meeting have just been selected by the nominating committee.

They are as follows:

For President—Mr. Charles Fergie, M. E., vice-president and general manager the Intercolonial Coal company, Westville, N.S.

For Vice-Presidents—Messrs. Eugene Coste, M.E., Provincial Natural Gas & Fuel company, Toronto, Ont.; R. R. Hedley, Hall Mining & Smelting company, Nelson, B. C.; Frank D. Adams, Montreal, Que.; Graham Fraser, Nova Scotia Steel & Coal company, New Glasgow.

For Council—Messrs. Frederick Keffer, M.E., B. C. Copper company, Anaconda, B.C.; Frank Robbins, M.E., North Star Mining company, Kimberley, B.C.; W. F. Little, general manager H. W. McNeill company, Anthracite, Alta.; John B. Hobson, M. E., Con. Cariboo Hyd. M. company, Bullion, B.C.; Geo. R. Smith, M.L.A., Belle Asbestos company, Thetford Mines; John B. Porter, M. E., McGill university, Montreal, Que.; B. Bennett, manager King Bros., Thetford Mines, Que.; J. T. McCall, Canada Iron Furnace company, Montreal, Que.; R. E. Chambers, M.E., N. S. Steel & Coal company, Bell Island, Nfld.; C. Shields, general manager Dominion Coal company, Glace Bay, C.B.; D. W. Robb, Robb Engineering company, Amherst, N