

C. P. R. STEAMERS FOR THIS COAST

NEW FERRY WILL HAVE BIG ACCOMMODATION

Empress Line to Be Augmented—Condor's Suitability for Pacific Discussed in Imperial Commons.

The superintendent marine engineer of the Canadian Pacific steamships, H. T. Richardson, has received orders from headquarters to proceed from Vancouver to Montreal, where he will consult with the directors of the company, it is said, in regard to the plans of the three new Empress liners, the steamer for the Vancouver-Skagway run, and the steamer to replace the Charming on the Vancouver-Victoria ferry service. The plans for these new steamers have been completed and placed in the hands of the management.

When seen on Friday morning by a Vancouver News-Advertiser reporter, Mr. Richardson stated that he was not in a position to give any of the details or dimensions of the new steamers, further than that they will be much larger than the old steamers now plying between this port and the Orient. The new steamers will be capable of steaming twenty knots but no further forced draught will exceed that by a knot. They will be fitted with all the modern appliances, and will surpass anything afloat on the Pacific in their appointments. These vessels will be constructed on plans approved by the British admiralty, and in case of necessity can be called upon as transports or cruisers.

Mr. Richardson leaves by Tuesday's train for the East, and, after consulting with Sir Thomas Sloughness, will proceed to the Old Country, where the contracts will be let and work upon the steamers immediately proceeded with. Mr. Richardson will supervise the construction of these steamers, which will necessitate his being absent from his post for a lengthy period. Mr. McGowan, chief engineer of the Empress of China, will be acting superintendent marine engineer during Mr. Richardson's absence; Mr. Christie, second engineer of the Empress, being promoted to the post of chief engineer of the Empress of China.

While no definite information could be obtained, it is understood that the contract for building the boat which is to ply between this port and Lynn Canal will be let to an American firm on the Atlantic coast. This is made necessary owing to the American coasting laws, which prohibit foreign bottoms from carrying freight or passengers between two American ports. Such class of business at certain seasons of the year is quite a factor in the earnings of a steamer. This steamer will be single-screw, capable of steaming eighteen knots. She will have berthing accommodation for upwards of two hundred first class passengers and 150 second class. The vessel will be constructed of steel, with double bottom, and fully bulkheaded, which will make her practically unsinkable. It is understood that Mr. Thomas Mitchell, chief engineer of the previous Charming, who is at present in California, having been called there by the death of his son, has received instructions to proceed to New York and superintend the construction of the new steamer.

The new ferry steamer to take the place of the steamer Charming will be a twenty-knotter, with berthing accommodation for 250 first class passengers. It is understood that Mr. Beville, chief engineer of the Charming, will proceed to the Old Country early next month to superintend the construction of this steamer.

H. M. S. CONDOR.

A great many questions have been asked in the Imperial House of Commons regarding H. M. S. Condor since fears have been entertained for the safety of that vessel, but the answers given show that the admiral has no further information than that outlined in previous dispatches, says a London correspondent. In referring to the rumors as to the vessel's stability, the Daily Express inquires into the matter. That paper contained the following article on the subject: "It is a melancholy satisfaction to know that the Condor's name is not to be found on that list of vessels of which war is pronounced on the highest naval authority to be 'useless in war and costly in peace.'"

When she was commissioned at Chatham in 1890, there was some discussion as to her suitability for the Pacific station, and this discussion arose not only from the fact of her high bulwarks, but from the fact that she has a platform for machine guns on each of her masts about twenty feet above the level of the deck. These gun platforms would be a source of instability in the event of the sloop laboring heavily with a great weight of water retained on the deck by reason of her high bulwarks.

It is easy to be wise after the event, but it is evident that the fullest inquiry should take place as to the stability of the Condor class. Without a single representative of the modern navy in the House of Commons, it may be difficult to elicit the facts from Captain Pretyman—an artillery officer—and Mr. Armstrong, the financial secretary to the admiralty.

Still, the country has the right to know whether the highest naval authorities are satisfied that the Condor was a suitable and safe vessel for employment on the Pacific station.

UMBRIANA RETURNS.

With nine stanchions smashed, her rigging more or less damaged and her port side so injured as to permit of her being floated into her hold at an alarming rate, the staunch sealing schooner Umbriana, Capt. J. Hann, returned to port and anchored off the outer wharf

at 6 o'clock last evening. She was towed in from Neah Bay by the American tug Boyden in an almost helpless condition.

On Tuesday last, when eighty miles south of the Columbia river, she was struck by one big sea, which did all the damage, and came very near completely wrecking the vessel.

Capt. Hann says after shipping an Indian crew he sailed from Hesquiat on the 2nd inst. The weather was exceedingly stormy and continued boisterous and changeable throughout the entire time he was at sea. The schooner was worked south on route to the sealing grounds of the Farallons. On the morning of the 11th the gale increased in violence. The wind blew with hurricane force from the southeast and a tremendous sea was running. The schooner was riding out the weather beautifully until all at once a mountain of water, rolling with great force, broke on to the deck of the little craft, staggering her under its ponderous weight and almost completely burying her in the ocean swell. This wrought the damage aboard. Eight of the fourteen canoes, which had been lashed securely on the deck, were simultaneously demolished, nothing being left but match wood. Others were broken more or less. The railing of the schooner, which had been supported by the stanchions, was left with the latter strewn along the deck for a distance of sixteen or eighteen feet. Some of the planking on the same side of the vessel was carried away and the whole craft left in such a shape that to lean on the weather side any more meant the flooding of the schooner's hold with water.

Immediately after the accident Capt. Hann, by skilful management, succeeded in bringing the schooner about and by means of closely reefed sail made his way back to Neah Bay. In the meantime he thinks can be accomplished without difficulty. The passengers of the wrecked steamer Bertha have held a meeting in Seattle to hear what the Alaska Commercial Company was going to do in regard to loss of goods and toward getting the passengers to their destination. Many of the passengers had outfits on the Bertha, and in case the vessel cannot be saved, these will be lost. The passengers want the company to settle for the goods.

POLINA ARRIVES.

The overland sugar steamer Polina has at last arrived. A dispatch from Seattle yesterday afternoon announced that the steamer Kistuck, which arrived there, reported sighting the steamer off the Straits about sixty miles off shore, steaming along slowly with her machinery partially disabled. She reached Vancouver some time last night, but the story of her long experience at sea was not known locally this morning, as the vessel did not stop here, not even for quarantine inspection. She took the outside course up to the Terminal city. The fact that she went by the quarantine station is to-day the subject of correspondence between Ottawa and the authorities. The Polina is 44 days from Montreal. She brings a full cargo of sugar consigned to the Vancouver Sugar Refinery. Reinsurance on the ship had been quoted until the report of the steamer Olympia was published telling of passing a large Dutch steamer at sea making her way to port towards the Straits under very slow speed. The Polina, if such she was, and it seems now that she was the steamer which the Olympia

described as being two large planks painted white and apparently the bulwarks of some vessel. ASKS FOR BETTER SERVICE. At the meeting of the Seattle Chamber of Commerce a few days ago Secretary Melkle read a letter from George L. Schetty, secretary of the Nanaimo, B. C., board of trade, asking the co-operation of the local body in securing a regular steamship service from Seattle to that point. The matter was referred to the committee on foreign commerce.

Stock-Taking Sale



100 Boys' School Suits, reduced to \$1 each
75 Boys' Pea Jackets, reduced to \$1 each
150 Boys' Cape Overcoats, reduced to \$1 each
Men's Waterproofs, Cravenette Raglans, Macintoshes and Overcoats, Half price for cash.

B. Williams & Co.

68-70 YATES STREET.

STORY OF A TAILOR MADE GOWN.

(Continued from page 3.)
long skirt—in fact, like all the fashionable new skirts—this one was cut to fit the trim figure very snugly. This skirt is also cut in two pieces, with seams down front and back. Three forward turning plaits on each side adjust the fullness across the front and sides, and an equal number of backward turning plaits perform a similar office for the fullness across the hips, the two plaits

THE PHAETON DUE BACK NEXT MONTH

WILL FOLLOW SAME ROUTE RETURNING

Egeria Ready to Sail—Condor Not Adapted for Bad Weather—Some thing About Her Officers.

To-day's mail from Honolulu contains no news of the missing sloop of war Condor or of H. M. S. Phaeton having reached that port. The Phaeton's orders are that she should search to within one hundred miles to the westward of the regular course between Esquimault and Honolulu, and after calling at the latter port return within the same limits. She will be due back here about the middle of next month. In the meantime the boat from the Condor and other wreckage from the missing ship have been turned over to the navy yard at Esquimault. The Egeria has taken on coal preparatory to going to sea again, and is now awaiting orders. It is thought that she will confine the search again along the coast in the expectation that possibly more of the Condor's wreckage has come ashore.

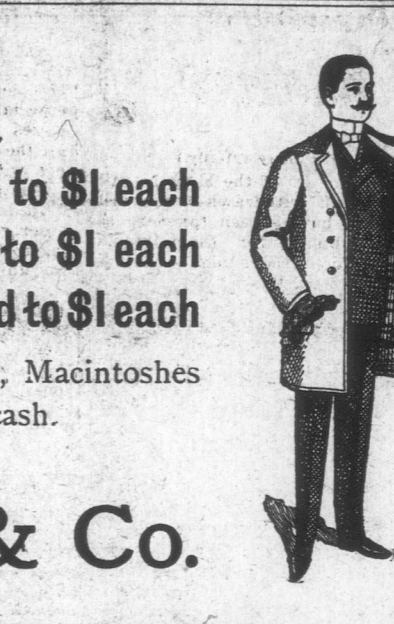
The Naval and Military Record, which comes to hand to-day, says that the cruiser Graf, which is about to leave England for the Pacific station, has on board a number of parcels for the crew of the missing sloop Condor, sent by friends at home for conveyance to her in Esquimault. Rear-Admiral Andrew K. Bickford, C. M. D., the present commander-in-chief of the Pacific station, superintended the arrangements for the float-out of the Condor from the building slip at Sphaerex Dockyard, and his wife christened the sloop.

The Condor was laid down with the Rescrip at Sheerness on January 1st, 1888, and floated out of dock on December 15th in the same year, being completed in 1889. She is a vessel of 1800 tons, 180 ft long, with about 12 ft draught, and her engines of 1,400-horse power (maximum) are calculated for a speed of 13 knots. As a matter of fact, the economical speed at which she would steam is very much lower. She is fitted with two masts, and, at need, could spread a fair area of canvas. The sloop carries six 4-in. and four 2½-in. quick-firing guns, with four Maxim, and has a platform on each mast for machine guns about 20 feet above the deck level, so that she was considered an excellent type of vessel for river service on distant stations. The name is not of an ancient date in the navy, but the Condor had a notable predecessor in the gunboat which took part in the bombardment of Alexandria, under the command of Rear-Admiral Seymour, the approving signal, "Well done, Condor!"

The sloop was commissioned at Chatham in November, 1890, for the Pacific station, and Commander Oliffon Selater was in office. After his death Selater was promoted to the command of the field guns, and accompanied the punitive expedition under Sir E. R. Pakenham against the Sultan of Yiti, in East Africa, and was mentioned in dispatches. He was promoted to commander in December, 1896. When ordered to this coast Mrs. Selater was sick with typhoid fever, and was at the point of death. The first news her husband got of her was after his ship arrived here the Condor was in port but a few months when she was ordered to Honolulu, so that altogether Commander Selater's experience on this coast has been anything but a happy one.

The other executive officers in the Condor were Lieut. James Bowhill Mason (recently in the Repulse in the Channel), Hay Winthrop (who was navigating officer of the Rattler in China, and who is married but a few months), and Henry V. T. Proctor (lately promoted). The other officers were Surgeon T. S. Hartley, assistant paymaster (in charge), William H. Franklin, Gunner Arthur D. H. Burns and Artificer-Fitter G. J. Ditton. The total complement of the sloop is 130 officers and men.

Lieut. J. B. Mason is a native of Southern, being a brother of Dr. W. B. Mason, of Somers Road, and Mr. J. Fortes, the acting ship's steward, belongs to the Portsmouth naval depot.



Nearly all the other ratings are attached to the Chatham and Sheerness depots. "The absence of news concerning the sloop Condor recalls memories of the anxiety that was felt some twenty odd years ago with regard to the Atalanta, a sea-going training ship," says the Naval and Military Record. "In March, 1878, the Eurydice, a sister ship, was returning home from a foreign cruise, and getting under the shelter of the Isle of Wight, the ports were opened to let in fresh air. Suddenly a small spring up caused the ship to roll, the mast poured into the ports, and she went over so rapidly that only two lives were saved. A year or two later the Atalanta, when on a cruise to the West Indies, was lost, and no evidence has yet been found to show when or where she sank. She was entirely blotted out. For weeks there was a struggle between hope and despair. The admiralty did their best to keep up the spirits of the relatives of the crew, but ultimately the name was struck off the navy list, and has not since been revived. The experience of the last few weeks has been a revival of the struggle between hope and despair, but now hope has reached its vanishing point, and we fear the worst has happened."

Local mariners will read with curiosity of the double channel leading out to sea from port which the Record refers to, but with grave concern what it says regarding the build of the warship. "Soon after leaving Esquimault," according to the Record, "the Condor would pass under the high range of mountains on the coast, standing some 34,000 feet high and of which the Olympian hills have always been the terror of seamen, for should a hurricane be blowing off the land it needs not only a stout ship, but skilful navigation, to get through in safety. Merchants, ignoring the danger, invariably prefer the inner channel, but men-of-war, with their known prejudice in favor of plenty of sea room, generally take the outer channel, where sudden squalls are most severely felt. Now, the ships of the Condor class are so designed as to be dry in a moderate sea, and have consequently very high bulwarks, with scuttles of sufficient capacity to carry off moderate heavy seas, but inadequate to cope with such heavy seas as would be encountered in the event of a gale blowing from the Olympian hills. In fact, at the time the Condor was commissioned the question of her suitability for the rough weather of the North Pacific was discussed, and her design, which made her habitable in moderately rough weather, would imperil her in such weather as is frequently experienced in the winter on her station. Having a distance of nearly 3,000 miles to travel, and with a limited capacity, it is not unreasonable to suppose that she resorted to sail power at a very early stage of the voyage. If so, and she was struck by a gale from the high mountain range, it is not at all probable that she was capsized and sank within a very few days of leaving Esquimault. For that she is lost by this time we fear admits of very little doubt."

NEW HOTELS.

Fine Buildings Being Erected at Shawmigan, Duncans and Crofton.

Two fine new hotels will be erected before the opening of the spring at popular points on the str. & N. railway. Contractor Fred Sherbourne has a large gang of men at work raising up a fine new building for Geo. Koenig on the site of the well known house which was burned to the ground at Shawmigan Lake in the fall. The new hostelry will be much larger and more modern than its predecessor, and will occupy practically the same site.

The old Quamichan hotel is also to be rebuilt at Duncans station, contracts for this work having been awarded on Saturday. The plans for the new building, which is expected to cost \$7,000, were drawn by Thomas Hooper, architect of this city, and Walter Ford, of Duncans, has the contract for the work. The owner of the new building is Joseph Daley, and the old tenant Fred H. Nelson will occupy the building. The building will be fitted with all the modern conveniences, and will be splendidly heated throughout.

In addition to these, two good houses are being rushed up at Crofton for the accommodation of the travellers frequenting that place. One of these is being put up for Mike Conlin, well known in this city.

Of late there has developed among the native Hawaiians, especially among the younger men, a desire to engage in a sea-faring life.

IN THE CENTRE OF AFRICA the fame of Pain-Killer has spread. The natives use it to cure cuts, wounds and sprains, as well as fever, headache, and other ailments. There is only one Pain-Killer, 'Perry Davis'. See and Buy.

DROPSY AND HEART DISEASE.—"For ten years I suffered greatly from Heart Disease. My doctor told me to try Smothering Spills made my life a torment. My doctor told me to try Smothering Spills. I tried Dr. Agnew's Pills for the Heart. One dose gave great relief, one bottle cured me completely."—Mrs. James Adams, Syracuse, N. Y. Sold by Jackson & Co. and Hall & Co.—107.



SALMON FISHING FLEET OFF THE FRASER RIVER.

while water came into the schooner's hold and required the utmost endeavors of the crew to keep it down. The Indians were set to work at the pumps, and with the combined labors of all the schooner was kept afloat until Neah Bay was reached in safety. Had the weather been finer after the damage was done the Umbriana's misadventure would not have been so perilous. But with a heavy sea, rolling and a high wind prevailing it required the men constantly working at the pumps until after port was made. As things were the situation can be imagined, when it is stated that the water in the hold at one time was a foot deep. Fortunately the hull of the schooner remained tight below the water line and no apprehension was felt from this standpoint. Then, too, the Indians turned to at the pumps with a willingness that was appreciable indeed at that time, and each of the thirty-seven men aboard worked with the knowledge and understanding of veterans at sea.

Yesterday morning the tug Rabboni was hailed off Neah Bay and asked for a tow into port, but her skipper, evidently believing that he had a cinch on the distressed sloop, wanted \$500 for the undertaking. Of course Capt. Hann did not agree to this extortionate sum and was able to close a deal with the captain of the Boyden to do the work for one-fifth of the amount.

Capt. Hann says the weather is still stormy and wild off the straits. Before entering the straits he says he believes that there were fully a dozen vessels all laying to on account of the stormy weather. The Umbriana was brought to the harbor today, and will immediately undergo repairs. As soon as these have been completed she will go to sea again. She is one of the few sealers now in the sealing cove.

PROCEED TO BERTHA.

A salvage party will, it is expected, leave for the scene of the wrecked Bertha, ashore in Fitzhugh Sound, on the steamer Cottage City, which sails from here at 6 o'clock to-morrow morning.

Capt. James Carroll, the Puget Sound manager of the Alaska Commercial Company, has been in the city arranging for the floating of the steamer, which he thinks can be accomplished without difficulty. The passengers of the wrecked steamer Bertha have held a meeting in Seattle to hear what the Alaska Commercial Company was going to do in regard to loss of goods and toward getting the passengers to their destination. Many of the passengers had outfits on the Bertha, and in case the vessel cannot be saved, these will be lost. The passengers want the company to settle for the goods.

passed, was then 830 miles off shore and the fact that she has just arrived shows that she has come along since that date without meeting with further interruption.

SALMON TINS FOUND.

It was inadvertently stated in last evening's Times that several cases of salmon had been found by the Daykin boys along the coast in the vicinity of Carmanah Point. What should have been stated was that a number of tins of salmon had been picked up. These had no marks or labels on them by which they could be recognized, and there is now some curiosity to know whether these belonged to the same consignment from which the cases of salmon found further down the coast in connection with the life buoy bearing the name of "Red Rock, Glasgow." It is probable that the salmon now discovered floated ashore in boxes which in coming in contact with the rocks along the shore would be smashed to matchwood. The Red Rock has not been reported since the date she sailed from here on the 29th of November, and although she is by no means dead, much anxiety will be felt for her.

NEW ADDITION TO FLEET.

The Frank Waterhouse Company has added a third vessel, the steamship Lyra, now on the Atlantic, to its Nome fleet. She is of 4,417 tons, and is speedy. Her general dimensions are: Length, 325 feet; breadth, 47 feet; depth, 25 feet; net tonnage, 3,516. Present plans provide for the sailing of the Lyra for Seattle about March 5th, and June 5th for Nome. The other two Nome vessels of the Waterhouse Company are the Garonne and Hyades.

PROGRESSOR'S ROUGH TRIP.

On her last trip South the collier Progresso had a very rough experience. From Cape Flattery to Cape Mendocino she bucked a strong southeast gale which kept her deck continually under water. For thirty hours she lay here and there, with the sea rolling in under her. Two ships riding out the gale were sighted off the Columbia river. On Sunday, when north of Cape Mendocino, the Progresso passed some wreckage. It is

It was stated in the communication that negotiations with Cook & Co. were opened last fall by the board of trade of Nanaimo, looking to the establishment of a direct steamer service between the two ports, but that nothing had been done, on account of some business changes in the company.

"As many of your members are doubtless aware," reads the letter, "others already a considerable trade in grain, feed, dairy and farm products between this city and the Sound, but the present means of transportation are not favorable to its development."

DIVERS LEAVE FOR BERTHA.

The Cottage City sailed north at 6 o'clock this morning, taking with her from here nine passengers and some five tons of freight for White Horse and Juneau. The passengers were James Clark, Robt. Gourby, J. R. Shaw and wife, Mrs. M. Natten, J. D. Lumsden, A. J. Smith, ex-deputy attorney-general, and Messrs. McDonald and McHardy. The latter are bound for the scene of the wreck of the Bertha in Fitzhugh Sound. They took with them a diving equipment, which they will employ in ascertaining the damage to the stranded ship. Capt. Carroll and others representing the owners of the Bertha were passengers on the Cottage City from the Sound. They are all sanguine of being successful in floating the Bertha. She is in calm water they consider, and all that will be required to be done is to patch her up and tow her down to the Sound.

WE PROVE IT.

CATARH AND COLDS CAN BE RELIEVED IN 10 MINUTES, PERMANENTLY CURED. Eighty years old—catarrh fifty years. Dr. Agnew's Catarrh Powder cures him. Want any stronger evidence of the power of this wonderful remedy over this universal disease? Want the truth of the case confirmed? Write George Lewis, Shanooka, Pa. He says: "I look upon my cure as a miracle." It relieves in ten minutes. Sold by Jackson & Co. and Hall & Co.—22.

nearest the back meeting there and concealing the joining seam.

"These plaits are stitched down flat as far as the knees in front, the stitching line being graduated toward the back half way to the waist. The flare below the stitching is fished up two inches and heavily machine stitched, white down the front of the skirt and concealing the seams a simulated box pleat is applied, on which are wrought, at proportional intervals, big 'lovers' knots of brown mohair braid.

Both skirts are lined, with drop-petticoats of golden brown taffeta.

Cancer Runs In Families

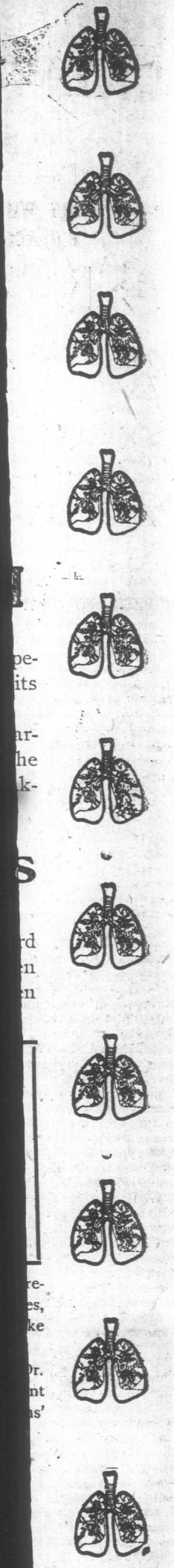
An Hereditary Predisposition to the Disease That Must Be Guarded Against.

Did my grandfather, grandmother, aunts or uncles die of cancer, is a question that every person approaching middle life would do well to ponder, especially if there be lumps or sores appearing on any portion of the body.

Cancer, you know, frequently runs in families, and if there has been any trace of the disease in your progenitors, better be on your guard.

If there are any lumps, sores or ulcers that does not prove amenable to ordinary treatment, you should start taking the New Constitutional Remedy, which is the most thorough-going treatment known for cancers, tumors and all malignant growths.

It's easy to cure cancer in the first stages—more difficult when the roots are all through the system—still the New Remedy cures in all stages but the very last (even then it gives relief, without the need of you, enduring any painful operation or torturing plaster. Send two stamps to Stott & Jurs, Bowmansville, Ont., for full particulars.



were present. The served at the Hotel the couple left on which is kept secret.

BIRTHS.

Feb. 9th, the wife of a son.
Feb. 10th, the wife of a son.
Feb. 13th, the wife of a daughter.
Feb. 14th, the wife of a son.
Feb. 15th, the wife of a son.
Feb. 11th, the wife of William (Mr. Scott, Frank and Miss Jennie).
Feb. 14th, the wife of a son.
Feb. 15th, the wife of a son.
Feb. 11th, by W. E. Lee and (At Vernon, on Feb. 14th, Westman, William and Mrs. Kneedy).
Feb. 14th, Roseland, on Feb. 15th, Sanford, William and Mrs. (At Sumas, on Feb. 14th, J. Hall, Hugh Collins and Mrs. McCullough).
Feb. 15th, the wife of a son.
Feb. 15th, on Feb. 11th, Harold (The late Rev. K. Spaxing, Newmarket).
Feb. 12th, the wife of Harry (Arm road, South years).
Feb. 13th, the wife of Mrs. Mowatt.
Feb. 13th, the wife of Mrs. B. Knowlde, aged

of Chicago, met with the schooner's hold and required the utmost endeavors of the crew to keep it down. The Indians were set to work at the pumps, and with the combined labors of all the schooner was kept afloat until Neah Bay was reached in safety. Had the weather been finer after the damage was done the Umbriana's misadventure would not have been so perilous. But with a heavy sea, rolling and a high wind prevailing it required the men constantly working at the pumps until after port was made. As things were the situation can be imagined, when it is stated that the water in the hold at one time was a foot deep. Fortunately the hull of the schooner remained tight below the water line and no apprehension was felt from this standpoint. Then, too, the Indians turned to at the pumps with a willingness that was appreciable indeed at that time, and each of the thirty-seven men aboard worked with the knowledge and understanding of veterans at sea.