

MORE BODIES WERE PICKED UP TUESDAY

Remains of N. P. Shaw Among Those Brought Here--J. Davis Makes Remarkable Statement Regarding Captain's Conduct.

(From Tuesday's Daily.) The Callam disaster still overshadows Victoria. Business has been paralyzed, and the calamity is the one topic of discussion. There seems to be a general demand on the part of the public for a thorough investigation into the whole unfortunate affair, and actuated by this sentiment the board of trade has already taken steps to make representation to the Dominion government. A special meeting was held last night, and a committee was appointed to wait on Senator Templeman and request through him a full inquiry into the cause of the disaster. In addition a committee was appointed by the board of trade to see if something cannot be done towards supplying a more satisfactory and reliable service between this city and Sound ports.

Up to 2 o'clock five more names were added to the list of those whose bodies have been recovered. The body of N. P. Shaw was the first brought in. It was found on the straits about a mile from the entrance to the harbor. Later the bodies of C. H. Joy, Mrs. Margaret J. Gill, Peter Laplant and W. Cherett were picked up and conveyed to the undertaking establishments. Search is still being made, and during the day others are expected to be discovered.

The Princess Beatrice, on her way out from Victoria this morning, sighted what is believed to be the upper works of the Callam, somewhere off Darcy Island. E. B. Blackwood, the local agent of the Alaska Steamship Co., says he has had the tug Manic charter in the work of patrolling the straits ever since Sunday, dispatched her to investigate the matter.

In connection with the stories told by passengers of the lost steamer, a most significant statement is made by John Davis to a Times representative. Mr. Davis tells of an interview which he and about a dozen other passengers had with Capt. Roberts before the Callam sank; how they were re-arranged with the skipper to place them in safety aboard the tug Holyoke, and of how the master of the ill-fated steamer had failed to do so, thinking that his vessel would last out for several hours, when, as a matter of fact, she sank twenty minutes afterwards. Capt. Roberts is also accused by the same passenger of having minimized the peril of his passengers in a desire to save his ship.

Early this morning His Honor the Lieutenant-Governor received the following dispatch from Ottawa which indicates in no small degree the indignation which was felt for Victorians in connection with the disaster.

Ottawa, Jan. 12th. His Honor Lieut.-Governor, Victoria: It is with deep regret that I have heard of the terrible disaster to the steamer Callam. Please express my sincere sympathy with the bereaved and my admiration at the splendid behavior of all connected with that sad event.

(Signed) MINTO. In reply the following was forwarded to Ottawa: His Excellency the Earl of Minto, Governor-General of Canada: Your kind message just reached me. It will be gratefully received by everyone. HENRI JOLT DE LOTBINIERE.

R. GRIFFITHS. A terrible story of a struggle for life is told by R. Griffiths, a deck hand and a son of J. Griffiths, a resident of First street, of this city. Mr. Griffiths was one of the saved, who returned to this city on the steamer Rosalie last night. He was one of those who had clung to wreckage until the tug Holyoke came along. All was confusion during this time. While I was swimming about some one grabbed my ear and called out "I am worth all kinds of money," wanting me to save him. At first I did not know what was pulling my ear. I thought at first that a piece of wreckage was jamming against my head. When I

discovered it was a man I told him to let go, but before he would do so I had to strike him." With this Griffiths produced his hand showing where the back had been bruised. Asked about the condition of the Callam, Mr. Griffiths refused to commit himself to any statement. An investigation into this thing will be held, he said, and until then I don't want to speak of what happened. All I can say is that it was pretty bad, and the dirt will come out in the washing. So far I don't suppose that any two stories of the disaster will agree.

Asked where the boats were launched from the Callam, he said that they were lowered one after the other off Tidal Island. He did not know any of those in them except Miss Annie Murray, a Victorian, who was lost out of the second boat. Off Tidal Island about two catboats were freight were jettisoned from the steamer. This included a car of mattresses for Weller Bros, some canned meats and a quantity of oil cake for Brackman & Ker.

PITIFUL SCENES. Harrowing Incidents Connected with Launching of Boats. William King, the man who helped the deck boy cut the life raft from the sinking Callam, on which the majority of the survivors escaped, was the last man to leave the ill-fated vessel, and after battling for fifty feet through the tumbling seas reached the frail craft and joined the men whose lives he had helped to save.

King, with his sister, Mrs. Carrie La Plante, her daughter, Verna, and her husband, William La Plante, Peter La Plante, brother of William La Plante, Thomas J. Sullivan, Thomas J. Sullivan, Louis Sullivan and Violet Sullivan; John Sweeney and Eugene Hicks. All were bound for Mount Sicker, where Thomas Sullivan has mining interests. Of this party King, William La Plante, Thomas Sullivan and Sweeney are all that survive. Miller was not on board the Callam, intending to leave later.

In telling the story of his escape, King said: "Never as long as I live shall I forget the indescribable horror of the moment which followed the launching of the lifeboats filled with women and children. The crying of the women and children, the shouting of the officers giving orders, the calling of farewell to loved ones left behind, and the waves dashing against the fated vessel. Just as the second boat was about to push off I saw a man leap from the hurricane deck fifteen feet down among the crouching women in the bottom of the lifeboat. Others, crazed with fear, were ringing their hands and crying for help. While a few of the passengers were calm during the time the lifeboats were being put off, by far the greater majority were wild with fear.

"When the order was given for the women and children to go first, I saw one woman throw her arms around her husband and refuse to leave the ship without him. At first they would not let him go, but rather than have her stay aboard the vessel he was permitted to go. How the first boat ever cleared the ship without being crushed I do not know. I saw them pull away, but when the other boats were cast off I went below to help in the bailing. The other passengers say that the first boat got about a mile away from the ship when a mighty wave broke over it and it was never seen again.

"The second boat lowered was dashed to pieces almost immediately on being set off. It was a most horrifying sight, men and women struggling in the water. First the giant waves would beat them off from the ship, and then the backwash would bring them with a sickening thud against the vessel's side or pieces of wreckage. I saw several people stunned in this manner.

"One of the most pitiful sights of all was a mother who held in her arms a young child. After the lifeboat broke, I saw her come upon the crest of a breaker, holding the child high in her arms. I shall never forget the cries of the child. I closed my eyes, and when I looked again they were gone.

"It was about 1 o'clock in the afternoon when the trouble first began. I was in the saloon when I noticed the crew throwing the life-preservers out onto the tables. I noticed the boat had slowed down. At that time I should judge we were about four miles from the American shore. We could have made land easily, but the captain preferred to keep on for Victoria. We went to bailing but the water gained on us until finally the fires had to be dragged out to prevent an explosion. We were then, according to one of the officers, within four miles

of Victoria. We put up a sail, but the steering gear was broken and we could not manage the vessel. A heavy sea was running up from the south. "About 9 o'clock, I should say, we saw the lights of the Holyoke coming up. As she passed us the captain told her to tow us to an American port, and we started for Port Townsend, and until then I don't want to speak of what happened. All I can say is that it was pretty bad, and the dirt will come out in the washing. So far I don't suppose that any two stories of the disaster will agree."

"The Callam did not let to port long before she did due to the fact that the hawser to the Holyoke, pulling as it did, prevented her listing. The Callam stayed on an even keel until about ten minutes before she sank. "In all there were about twenty of us bailing all the time. I bailed for three hours steady and then had fifteen minutes' relief. Most of those on board were so sick they could hardly stand. How they managed to work in their condition I do not understand. Those who were not busy bailing were busy throwing over the cargo, which was composed largely of oil cake. About two tons of coal were also thrown over.

"Where the water was coming from I could not see, but bailing as we were from the gates over the engines, it gained on us. About half-past 11 we saw the lights of a tug coming up behind us. The Sea Lion reached us about 12. By that time the Callam was sinking. She rolled to port. The bow and stern were under water, and the survivors kept crawling up as she listed until they were all hanging on the rail on the starboard side. The deck boy and I, helped by one or two of the others, got the life-raft ready. He cut it loose and jumped aboard. The men were about fifteen feet from the life-raft and the deck boy put the oars in their places. A number of men were still clinging to the wreck. As I saw the light shore of I ran out on the main-deck and jumped off. A heavy sea was breaking. I had about fifty feet to swim through the breakers to the raft. Fifty feet through such a sea was a long way to go, and it was all I could do to make it. Twice I was submerged in heavy rollers, but held my breath and clung to the raft. By the time I reached the raft the Sea Lion had a boat out. They brought us a line by which we pulled ourselves aboard the Sea Lion, and the boat went on to pick up those left clinging to the wreckage.

"When it was found that the ship was sinking the wildest confusion reigned. Men tore their hair, shrieked and called to the tugs for help. The officer on the Callam cut the little boat loose that was left on the ship, and it was almost an hour before he could be rescued in the darkness. "There was a slight fog; only a few stars could be seen; but the phosphorescence of the water cast a ghastly light over the scene. When I got aboard the Sea Lion I was given a drink of brandy and got into a bunk, but could not sleep. "We waited about the wreck until daylight. The morning showed only a piece of the railing, the pilot-house, a bit of the after cabin and a piece of the gallery stovepipe above the water. I believe the hull was gone. I know the cabin boy started to tear loose as the ship sank.

"There were, I think, about twenty-five men on the ship when she went. About fifteen were rescued on the life-raft. Between the time we left the ship on the raft and reached the Sea Lion we rescued one man. He was an actor in the theatrical troupe aboard. We saw him rise on the crest of a wave and call to us. We pulled over and helped him on the raft. Hicks was drowned from the wreckage, after having been rescued from the second boat that was lowered in the afternoon.

"While I was bailing, about an hour after the women left in the lifeboats, a woman whose name I did not learn, jumped overboard, declaring that she cared to live no longer, now that his loved ones were dead."

LESTER W. DAVID. Former Mayor of Blaine Swam to the Tug Sea Lion. Equipped with a life-preserver, Lester W. David, former mayor and one of the most prominent citizens of Blaine, swam to the tug Sea Lion and was hauled aboard. Mr. David displayed a disinclination to talk of the death-dealing disaster.

"I do not know," he said, "how long I was in the water, but probably not more than half an hour. My life-preserver saved me. I do not know the hour the boat began to break up and sink, though I think it must have been about 12 hours after she began taking water."

"Three boats were lowered from the Callam about 5 o'clock in the afternoon.

Two of these carried the women. The latter were No. 1 and No. 2. The other boat was No. 3. No. 1 and No. 2 were swamped within our sight, but No. 2 remained in view for a long time. However, I have no hope that any one embarked in these boats is alive. We could see the occupants of the capsized craft floundering about in the water. "The three boats launched were lowered from the lee side. Those on the windward side could not be lowered. An awful storm was raging, and it seemed impossible that any boat could live through such a sea.

"I would not attempt to give the exact position of the vessel, but when she began to go down we were making toward Danger Light. The pumps worked all right as long as there was steam, but with the rush of water the fires were extinguished. Everybody seemed to realize the fate that awaited us, and the crowd of circumstances behaved remarkably well.

"As the vessel sank she gradually broke to pieces, and those aboard were in turn washed into the sea. The tug Holyoke, which picked up the survivors, had towed us some distance toward Port Townsend. Next came the Sea Lion. She, to my opinion, performed the real lifesaving work."

"The last people to leave the Callam took a raft. All had on life-preservers. Many of these were washed off. "The Callam, as I understood it, began leaking through the breaking of her deadlights. The water came in so fast that the fires were soon put out. "Of the crowd that stayed with the Callam to the very few were left. "Too much cannot be said in praise of the officers and crew of the tug Sea Lion. They did everything possible for the comfort and safety of the survivors. The tug remained at the scene of the wreck until long after daylight in an effort to render assistance."

AN OILER'S STORY. Hang On to a Boat Until 5 O'clock Saturday Morning. E. Parker, an oiler on the Callam, fought against the flood that poured into the hold of the ill-fated vessel until they were all hanging on the rail on the starboard side. The deck boy and I, helped by one or two of the others, got the life-raft ready. He cut it loose and jumped aboard. The men were about fifteen feet from the life-raft and the deck boy put the oars in their places. A number of men were still clinging to the wreck. As I saw the light shore of I ran out on the main-deck and jumped off. A heavy sea was breaking. I had about fifty feet to swim through the breakers to the raft. Fifty feet through such a sea was a long way to go, and it was all I could do to make it. Twice I was submerged in heavy rollers, but held my breath and clung to the raft. By the time I reached the raft the Sea Lion had a boat out. They brought us a line by which we pulled ourselves aboard the Sea Lion, and the boat went on to pick up those left clinging to the wreckage.

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I lay within sight of the lighthouse on Smith's island, with the light flicking at lot of credit. They worked like troopers picking up survivors, and they got me about 5 o'clock in the morning. I was about all in, I can tell you, but they soon tucked me up with hot drinks and dry clothing."

IN THE CHURCHES. Pastors Made References to the Sad Disaster. In the city churches on Sunday feeling references were made to the loss of life by the foundering of the steamer Callam.

Rev. Dr. Campbell at First Presbyterian church Sunday morning preached an impressive sermon on the checkered providence of God, which he declared to be the stronghold of atheism. Rev. Dr. Campbell said sometimes even he whose faith is strongest is staggered at the dark providence of Him "who rules in the armies of heaven, and among the inhabitants of the earth." Surely "God moves in a mysterious way, His wonders to perform." But God knows the end from the beginning, and makes "all things work together for good," by and by we shall understand what is dark to us now. At the conclusion of the sermon, the doctor in feeling words referred to the foundering of the steamer Callam on Friday evening. He said: "Once again the dreary of mourning is spread over one city, and our hearts are crushed with sorrow. Since I became pastor of this church four appalling catastrophes occurred--Point Ellice bridge, the Islander, the Concord and now the Callam. But the saddest and most humiliating to us as a city is that of the Callam. As I came to church this morning and saw the flags at half-mast, the tear of sorrow welled up in my eye, and the blush of shame was on my cheek to think that a passenger boat should be seen within a few miles of the city helpless, at the mercy of the wind and the waves, foundering, and help sent to her. With the many tug boats, freight boats, passenger boats in the harbor, and the naval fleet at Esquimaux, and no help sent to a sinking ship a few miles out is a stain on our fair city which cannot easily be removed. Surely some one is responsible, some one has blundered. Help had to come sixty miles, and reached the sinking steamer only after fifty men and women and children--mostly women and children--had reached a watery grave. What will be the chiefed world think of us, and what do we think of ourselves?"

Solemn requiem high mass was celebrated on Sunday by Rev. Father J. Latimer at the Roman Catholic cathedral, and the service was well filled with mourning and sympathizing worshippers.

REMARKABLE STATEMENT. Passenger Tells of Important Conversation With Captain Before the Callam Sank. Picked up unconscious after a desperate struggle, being one of two now living who had been in boat No. 3, launched from the Callam, John Davis, of Nanaimo, who was on his way to Victoria to secure employment at the time of the disaster, gives a harrowing account of the last hours spent aboard the steamer. He was one of the passengers who remained with Captain Roberts about the passengers aboard the Callam after the tug Holyoke came to the distressed ship's assistance, and who objected to the steamer being taken to Port Townsend when, as he believed at the time, the vessel was closer to Victoria. Mr. Davis says that about a dozen passengers waited upon the captain and asked why he had not signalled the Holyoke for the purpose of placing the man aboard the steamer.

The captain replied, "I am running this part of it. When I see we are in danger I will signal for the tugboat to come back."

After this Mr. Davis says that the Callam was not about twenty minutes from Port Townsend when, as he believed, we are all right, and the captain replied, "Sure. We can get there in three hours."

"I said, 'Why don't you run us to some rocks?' The captain said, 'I am not running the pilot. They can take us wherever they like.' "Well," I replied, "you could have signalled the tugboat and given instructions when the tugboat was alongside." The captain in reply stated that what he wanted to save the steamer. That was what he was looking after now."

Mr. Davis said in the course of an interview with a Times representative this morning that Captain Roberts seemed more anxious about saving the boat than he should, and he believed that the passengers were kept aboard for the purpose of helping in the work of bailing out the water. It was, he mentioned, about 3:30 o'clock when the boats were launched. All were in the water within fifteen minutes. He got into the third. There were in all about twenty in this boat. No one had charge. He and an oiler hunted about for oars, but before they could do anything in the way of guiding the boat she was capsized alongside the steamer. There were a couple of women in the boat. One was a girl of about twenty and the other an elderly lady. Neither he knew, but either, he thought, he could recognize. The girl was tall and the woman appeared to be very stout, but beyond this he could not describe their appearance.

When the boat capsized Davis had a

very vague knowledge of what had happened to the others. A big sea struck the oiler and carried him against the side of the steamer. The oiler then grabbed some wiring about a window, and in turn he grabbed his leg, both in this way assisting each other aboard. A third survivor, an elderly man, had clutched a piece of rope in the water and an effort was made to haul him aboard, but the poor fellow had lost his strength and releasing his hold on the line was swept away by a sea and lost. In the second boat, Davis says that Homer Swaney was lost. There was a man in charge of this boat who did splendid service. He got away some considerable distance from the Callam, but his greatest effort was soon frustrated by a huge sea, which rolled over the boat, drowning all.

Davis tells of having assisted another man in placing a tall young lady dressed in black into the second boat. The girl, he says, was hysterical and sick. She was bleeding freely from the mouth and nose and struggled against being lowered into the boat, but at the time he thought that there was no other safe course to follow. Land could be seen distinctly, and all the boats had attempted to make it.

The scene aboard the Callam during the first hour of distress was heartrending. There was a newly married man aboard, said Mr. Davis, who saw his wife sink out of sight within a short distance of where he was standing on deck. He watched her until she disappeared, and then sank on his knees and prayed. There were many others who also fell on their knees and prayed. There was one elderly man who seemed to possess wonderful coolness, and three ladies clung to him as long as they could. One of the ladies was quite elderly and the others were young and fair complexioned and very stout. They were probably twenty and twenty-two years of age respectively. The women were all greatly excited but appeared to place every confidence in the elderly gentleman.

Mr. Davis's experience after climbing aboard the Callam and until the vessel sank from under him is very much the same as that of others. When finally help came from the Sea Lion he had been in the water an hour and a half.

FINDING THE DEAD. Additional Bodies Recovered in the Straits This Morning.

Four bodies of those who met their death in the wreck of the steamer Callam were recovered this morning. The police launch Edna Grace picked up three of these bodies between Brodie Ledge and Race Rocks. They were afterwards identified as N. P. Shaw, of Victoria; C. H. Joy of Barborton, Ohio, and Mrs. Margaret J. Gill of San Francisco. Another body was found near the shore in the neighborhood of Beacon Hill by the steamer Princess Beatrice, and was transferred to the steamer Oscar and the bodies were taken to this city. The bodies were identified by that of his brother, Peter Laplant.

The Edna Grace, which was specially chartered by the provincial police, to make a thorough search for the bodies of the lost, left the harbor at 7:30 o'clock this morning. Provincial Police Officer Campbell was in charge. Shortly after the Sea Lion and Oscar followed and before long H. M. S. Grafton came from Esquimaux to assist those engaged in the sad task of recovering all that is lost of those who perished on Friday night.

After about an hour's patrolling the Edna Grace discovered the body of N. P. Shaw, the first picked up--between one and two miles further out than Brodie Ledge light. It was lying in the middle of a bunch of seaweed, and was supported by a lifebelt. Directly after this the remains of Mrs. Gill and C. H. Joy were discovered, also held up by help and still retaining the lifebelts put on when it was discovered that there was danger of the Callam sinking further out and in a straight line between Brodie Ledge and Race Rocks. They had evidently drifted by the action of the wind and the tide into the rip running between the two points mentioned.

An examination of the bodies left no doubt as to their identity. N. P. Shaw was recognized as soon as discovered. Besides a knife and a bunch of keys, a sum of money amounting to about \$350 was found about his clothes. His watch had stopped at 11 minutes past 4 o'clock. This would lead to the belief that Mr. Shaw was in the water at that time, a fact which does not harmonize with the recollections of survivors to the effect that he remained on board after the small boats were launched and assisted in the work of bailing.

The identity of Mrs. M. J. Gill was ascertained through a cheque for \$500 found in her clothes, on which her full name appears. She also wore a long gold chain with two nuggets attached, a wedding ring and a gold ring with sapphires. When taken from the water Mrs. Gill had a gentleman's overcoat tied by the sleeves around her neck.

There was some confusion in the effort to identify the body of C. H. Joy. Captain Sears at first stated positively that it was his brother, Harry Sears. An examination of letters, telegrams, etc., found on his clothes all pointed to the remains being those of C. H. Joy. This was explained to Capt. Sears and the latter afterwards affirmed that although at first sight the features looked like those of his brother, he could not be sure. There is no doubt in the minds of the police that the body is that of the late Mr. Joy.

Shortly after 2 o'clock this afternoon a fifth body was brought into the city.

On one of the launches of H. M. S. Grafton, which picked it up off Clover Point. The body was that of an elderly man of Singapore, and papers found in his pockets give his name as William Cherrett. He is a fair complexioned man of apparently 35 years of age, about five feet ten inches tall, and is dressed in black.

Not long after the body brought in by the Oscar was identified as that of Peter Laplant, at the parlors of W. J. Hanna. One remaining body, which answers to the description of Mrs. Reynolds, is still not positively identified. Friends are expected from Seattle to-night to decide whether or not it is Mrs. Reynolds.

Another of the bodies brought in on Sunday was identified as Miss Minnie Murdoch, of Seattle. Her body has not been claimed by any friends, and it is not known whether or not she has any relatives.

One of the bodies recovered on Sunday was positively identified last evening by Lester W. David, of Blaine, who is in the city. It was that of Miss Hattie Moore, of Ballard. The remains were forwarded to her home last evening by the Rosalie.

The remains of Miss Harris, of Spokane, were taken over to Seattle last evening on the Rosalie. H. C. Bellinger accompanied them to Seattle, where the father and mother will be met, who probably left this morning for their home in Spokane.

THE LAST RITES. Funeral of Miss Diprose This Morning--Other Funerals.

The first of the bodies to be recovered locally was laid to rest this morning in Ross Bay cemetery, being that of Miss Ethel Diprose, sister of Mrs. W. L. Chaloner, of this city. Miss Diprose was a native of Strathroy, and was but 22 years of age. She was qualifying as a nurse in one of the Tacoma hospitals, and was on her way to Victoria to visit her sister when overtaken in the disaster through which she lost her life.

The funeral took place this morning from the residence of her brother-in-law, W. L. Chaloner, corner of Fort street and Linden avenue. A large concourse of friends of the bereaved sister and her family were present.

The casket was covered in floral offerings. Rev. W. Leslie Clay, B. A., had charge of the services, and was assisted by Rev. Dr. Campbell. Both reverend gentlemen referred in touching language to the impressive sadness of the affair, and voiced public sympathy for her friends here and those in eastern Canada.

The service, which was simple and impressive throughout, was rendered more touching by the singing in a tender and expressive manner of "Safe in the Arms of Jesus" by Mrs. D. E. Campbell.

The following acted as pallbearers: R. E. Brett, John Nelson, W. Christie, C. H. Topp, W. Dean and R. Forman.

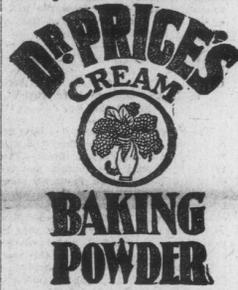
The funeral of Miss Gallely takes place to-morrow at 11 o'clock from Christ Church cathedral, and that of Capt. Thompson at 3 o'clock from his late residence and 3:15 from Christ Church cathedral.

The funeral of the late Capt. Livingston Thompson will be a full military one. The Fifth regiment will fall in line at the Drill hall at 2 o'clock and march to Christ Church cathedral, where the last service will be held. Three captains from the Fifth regiment and three from the barracks, Work Point, will act as pallbearers. A gun carriage will be procured from Work Point for the sad occasion.

At a meeting of the Victoria clearing house, held on Monday, it was decided that between the hours of 11 and 12:30 on Wednesday, while the funeral of Miss Gallely will be in progress, all business with the banks should be suspended as far as possible, and in order to carry this out the banks request their respective customers to co-operate with them as far as they can.

The remains of the late C. F. Johnson, one of the victims of the Callam disaster, are being interred this afternoon. The funeral, taking place from the residence of his son-in-law, Chief Justice Hunter, the remains of Mr. Johnson arrived in the city from Port Townsend by the Rosalie last evening. Accompanying the body were Mrs. Johnson, the

Fifty Years the Standard



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The service, which was simple and impressive throughout, was rendered more touching by the singing in a tender and expressive manner of "Safe in the Arms of Jesus" by Mrs. D. E. Campbell.

The following acted as pallbearers: R. E. Brett, John Nelson, W. Christie, C. H. Topp, W. Dean and R. Forman.

The funeral of Miss Gallely takes place to-morrow at 11 o'clock from Christ Church cathedral, and that of Capt. Thompson at 3 o'clock from his late residence and 3:15 from Christ Church cathedral.

The funeral of the late Capt. Livingston Thompson will be a full military one. The Fifth regiment will fall in line at the Drill hall at 2 o'clock and march to Christ Church cathedral, where the last service will be held. Three captains from the Fifth regiment and three from the barracks, Work Point, will act as pallbearers. A gun carriage will be procured from Work Point for the sad occasion.

At a meeting of the Victoria clearing house, held on Monday, it was decided that between the hours of 11 and 12:30 on Wednesday, while the funeral of Miss Gallely will be in progress, all business with the banks should be suspended as far as possible, and in order to carry this out the banks request their respective customers to co-operate with them as far as they can.

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CERTIFICATE OF IMPROVEMENTS. NOTICE. General French, Little Boba, Baden Powell, General White, Strider Mineral Claims, situated in the Victoria Mining Division of British Columbia. Where located, Bugaboo Creek, Port San Juan.

ists were identical in many ways, should be able to come to some satisfactory agreement which would allow Canadian territory to pass through American territory to the Yukon without hindrance. Neither country could afford to be independent. If one took advantage of the situation the other was in a position to retaliate.

Park Gowlin, editor of the New York Evening Post, and well known as editor and author of several books, died on Wednesday, aged 88 years.