Survivors of

Survivors of the Bristot
Trolled Diameter to the Collection
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two of the first coal carriers chartered by the Bristol's owners, gave the following account of the disaster. He said "We left Ladysmith with a cargo of 2,400 tons of coal for the Treadwell mines, on December 31, 6:30 a.m.; called at Nanaimo and picked up likely and thick, with a southeast wind blowing tricks, and at 1 p.m. proceeded north. The weather soon became dirty and thick, with a southeast wind blowing the Chinese court went into exile, shown of the Chinese court went into exile, shown of the Chinese court went into exile, shown of the Dowager Empress at on His Meistry's likely that the boat would be swamped and Mrs. Jar. Proposed of the boats was stamped and the steamer's course shaped to pass Green island. A much larger two thousand shad in all this extent would be swamped in the surf. They reached there 31 hours later. It is called the surf. They reached there 31 hours later. The report of the meeting of the surf. They reached there 31 hours later. The report of the meeting of the surf. They reached there 31 hours later. The report of the meeting of the surf. They reached there 31 hours later. The report of the meeting of the surf. They reached there 31 hours later. The report of the meeting of the surf. They reached there 31 hours later. The report of the meeting of the surf. They reached there 31 hours later. It is called the surf. They reached there 31 hours later. The surfours hours later later. They reached there 31 hours later. They reached ther

shook heavily, which plainly indicated that she was going to slip from the reef and go down. I then shouted to all hands to take to the boats, and the lifeboat was then lowered. I intended to take charge of the lifeboat, but while

darkness.
"This was the last we saw of the This was the last we saw of the steamer as she lay on the reef, but when the last boat to leave was drifting to the northwest those in her noticed that the forward part of the steamer was settling and almost submerged. The three boats were continually put toward the morthwest by wind and sea, the smaller boat, in which were but three, having a trying experience and often narrowly escaping swamping. When daylight

came about 8:30 a.m. the smoke of a steamer could be see a way off to the southeast. This pre wed to be the Cottage City, which was bound north. She first picked up the boat with four men in it, and shortly referwards picked up the lifeboat, about half an hour intervening. Then she preceded to the seene of the other boat, fell, for they thought they had lost the chance of the rescue which seemed so near. The sea was blowing over the small boat and those in it had a hard time.

In the meantime the Cottage City

were received.

The trustees submitted a draft of by-laws for governing the new halls. These

and with the high sea breaking against the vessel, we were unable to get it back, as it would have been wrecked. The sea began to drift it toward the northwest. About this time the lifeboat was lowered and got away from the ship with Second Officer Horgen and 13 others in it, and one other boat which had four men in it drifted away soon afterwards, her painter having been broken. Like the two other boats, she was driven before the wind and sea in a northwest direction

"One more boat sti-remained in the davits on the port side and while the lifeboat was cutting adrift from the steamer men were seen on the rail evidently engaged in lowering this boat. There was a small shade of moonlight about this time to take the edge off the darkness.

"This was the last we saw of the last we saw sak short discussion on the gast the

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the smoke of a MISS Williams

Meeting of the Council of Trades Unionists Held in New Hall.

The Trades and Labor Council held their first meeting in the new Labor all last evening. The most important

take charge of the lifeboat, but while it was being put down I went forward to another boat and was putting my foot over the rail when the seas, which were breaking over the rail, snipped me off and threw me into the sea. I called to the two men who had reached the boat and swam towards the boat. The boat came towards me and one of the men caught me and hauled me in "When I was in the boat I found that it had been cut away from the steamer, and with the high sea breaking against the wested was a preaking against the wested was a preaking against the wested was being put down I went forward to their first meeting in the new Labor hall last evening. The most important action taken was that of throwing the meetings open to the press and public.

The council donated \$5 towards the movement which has in view the legal triple of the union label.

The credentials of Messrs. Ditchburn, of the Typographical Union, and Bradford and Monk, of the Barbers' Union, were received.

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The trustees submitted a draft of bylaw as commenced today before the local inspectors.

Capt. Benoist, of the Max, submitted a written statement to the effect that at the time of the accident his mate was on watch. There was no fog. The lookout movement which has in view the legal triple of the time of the accident his mate was on the time of the accident his mate was on the time of the accident his mate was on the time of the accident his mate was on the time of the accident his mate was on the time of the accident his mate was on the time of the accident his mate was on the time of the accident his mate was on the time of the accident his ma

London, Jan. 9—Lord Kitchener cables to the War office that the second British gun captured by the Boers at trankelangte has been re-captured. This gun

A Sencia and Manager of Champion Con-

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Literature Landon with the said

glad to say has had one good effect. The captain of the Majestic (what a mouthful of a name for such a diminutive institution) was induced to forego the pleasure of splitting the air with three brain-cracking blasts at half-past seven o'clock, and now he coutents himself with two at a quarter to eight, one long one at about eight o'clock, and a victious, spiteful little one apparently as he throws off his lines to get away. And the Tees continues to make night hideous, like the Thomas Cats, with that unearthly screech. It sounds like what one would imagine would be the wail of a condemned soul, or the cry of anguish that went up from certain of the shareholders of the C. P. N. when they found they had sold out to the C. P. R. and not as they thought, to the H. B. C. But it seems, after all, that the whole of this whistling is not for the benefit of the ship's crew, who are supposed to attend to their work without being whistled in at various times, according twistled to the beat. Why should not also the total to their position. It seems there are the position to rail-way construction, land bonuses or cash hounself. In my previous eletters the development of the latent resources of the in at wold completed the state of the political of the control of the

irrigation, and in the future by storage in the mountains on a large scale portions of it will be brought under cultivation. This will be impossible, however, as regards the principal portion of it. This is the ease with respect to nearly all the areas included in Mr. Bell's superficial estimate

The state of the contractive of rry the agricultural resources of the province, and the criticism of Mr. Bodwell's agricultural policy has only been called forth by the exaggerated and misleading statements he has made in connection therewith. I again assert that a rolling of decrit must convertelly

There is no desire on my part to de- EMPRESS FROM

bury, of the bark Puritan, which made such a fast trip to Victoria from Eng-land, and which left Shauphai on December 5 en route to the Royal for orders: Mr. E. C. Sparrow and Miss Southam are tourists; Mr. Maxwell Lu-rie, the chief commissioner of customs for Burmah, with headquarters at Rangoon, and Major H. W. Rowlet, an English army officer, who, after service in South Africa, has journeyed through the Orient, and will make a short stay in Victoria before proceeding.

1.663; in bronchitis, from 10,226 to 8,699.

The main increases of disease have been in cancer, pneumonia and apoplexy. In cancer, in view of recent events, the growth is of tragic interest. The annual deaths have risen from 3,800 to 4,251.

Had she not been a very staunch ship, Capt. Maclean says, she could never have reached port. Time and again she THE ORIENT was swept from stem to stem, but the only water that got into the hold was that which came over the rails. Good seamanship and a strongly built vessel were what saved the ship and crows

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EXTRACT

Perhaps important for relations of of railway ince of the I consideration reason, the provinces ha rized to a m another, the Columbia pr where encour and more in ita contribution the money we in fairness, th stated over taken from ounts, that pay in freig um many the through ion governmenting and other British Colum There is a the part of

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