Fell to Death In Elevator Shaft

George Brown of Spencer's Arcade Killed Instantly as Result of Fall.

Drops Head Foremost For Three Stories and Finds Death at Bottom.

A fatal accident occurred yesterday afternoon at 1:30 o'clock at Spencer's Arcade, as a result of which George E. G. Brown, 36 years of age, who had been an employee of the carpet and furniture department for some eighteen months, lost his life. The unfortunate man fell head foremost for nearly sixty feet down the shaft of the freight elevator, recently installed in the Eastern section of the big department store, and his neck was broken, death being instantaneous. He shouted as he realized that he was falling, and then there was a thud in the basement on the concrete floor, and his form lay still. Several workmen who were engaged at the Broad street entrance—the elevator standing about four or five feet from the door—saw the victim fall to death, and rushed to the basement to assist the unfortunate man, but no human aid could avail anything. Drs. J. D. Helmcken and Frank Hall were summoned and the ambulance called, but nothing could be done—Mr. Brown had died instantly, his head having struck the concrete at the bottom of the elevator shaft.

Mr. Brown was at work on the third floor of the store, where he was engaged in removing the furniture that was being landed at the door of the elevator, several of the employees being engaged all day in bringing furniture into the store. It seems that Mr. Brown, who was about ten or twelve feet away from the elevator shaft, saw the car, which is an ordinary open platform freight elevator, being raised to the fourth—the top storey—and being anxious to go to that flat, he ran towards the elevator, as he saw it on a level with the floor, where the elevator gate was opened automatically and raised. He did not get to the moving elevator quickly enough, seemingly, for before he could step on the platform of the car, it had been raised slightly, and Brown was left standing on the edge of the shaft, as the elevator rose. When the elevator car had risen about four feet above the level of the floor, Brown was suddenly struck at the back of the head by the falling door, which was automatically released by the rising elevator. He pitched forward into the open shaft, and fell.

Mr. Brunell, the operator, who was standing facing the wheel on the opposite side of the elevator, did not see Brown's attempt to get on the car. He heard a cry, and turning, saw that the descending door had struck Brown and plunged him into the shaft. The elevator is a new Fenson freight elevator, and has been installed for about two weeks. The gates are opened and shut automatically. There is an iron bow on the back of the car, and this forces a lever with a roller on the end back so that it raises the doors, which are hung on cords. As the elevator reaches the level of the floor the gate is raised, and as the elevator leaves the floor again the lever is slackened and the door drops into its place. Thus it was that when the car was lifted, leaving Brown standing on the edge of the shaft, the door feel and struck him, and unable to recover his balance, he plunged down the shaft to death at the bottom.

Some bystanders who saw his fall noticed that he struck the edge of the concrete pit at the bottom of the shaft with his neck and shoulders, and when found, the body was stretched from this place, lying on the back with the arms dropped by the sides, and the head had fallen over on the chest, which seemed to indicate that the unfortunate man had broken his neck. Dr. F. Hall says that his neck was broken or he fractured the base of his skull. At all events death was instantaneous.

WAS MUCH ESTEEMED.

The victim of the sad accident was well known in Victoria, having come here some twelve years ago and entered the employ of Herbert Cuthbert as book-keeper, and later, after serving eight years in the firm, he was associated with Mr. Cuthbert as partner in the auctioneering business under the firm name of The Cuthbert-Brown Auctioneering Company. He entered the employ of Mr. David Spencer about eighteen months ago. The accident has plunged all the employees of the store in gloom, for the late Mr. Brown was a favorite among his fellow-workers, and his estimable qualities had won him a large circle of friends. His parents live at Merrickville, Ontario, where he has also two brothers. The family sustained a bereavement three years ago at the time of the smallpox epidemic in Ontario, when two brothers and a sister of deceased succumbed to the disease. He leaves an uncle, Jos. Brown, of Frederick street, in this city.

Samuel Banner, who was injured by a street car on Fort street, on January 23, died at the Jubilee hospital early yesterday morning. He was suffering from concussion of the brain and never fully regained consciousness since the day of the accident, and erysipelas intervening, caused his demise. Deceased was an Englishman, 42 years of age, and leaves a widow and family of nine. The coroner has ordered an inquest, which will be held tomorrow morning at 10:30 o'clock. The funeral is arranged for Monday afternoon at 2:45, from his late residence, No. 45 Maclure street, and at the Reformed Episcopal church, at 3:15.

Deceased was a member of Court Northern Light, No. 5,935, A. O. F.

Mrs. Duncan, mother of Wm. Duncan, harness maker, of Douglas street, died yesterday morning at the residence of her son, No. 107 Cormorant street. Deceased is 74 years of age and a native of New York state. She leaves three sons and one daughter. The funeral is arranged for Monday at 2 p.m.

The remains of Mrs. Annie Neufelder, relict of the late Felix Neufelder, formerly of Victoria, who died in Seattle on the 12th instant, will be brought to this city by the Rosalie on Tuesday, the funeral taking place from the parlors of the British Columbia Funeral Furnishing Company, at 2:30 p.m. on Tuesday. A son of the deceased lady, Mr. E. C. Neufelder, was in early days partner in the firm of Neufelder & Ross, now Dixi H. Ross & Co. Mrs. Neufelder will be laid to rest by the side of her husband at Ross Bay cemetery.

VANCOUVER NOTES.

Finlanders Are Grateful—John Haney Found Dead.

Vancouver, Feb. 14.—(Special.)—Matti Kurrikki, of the Finnish colony, is in the city. He expresses the gratitude of the colony for the sympathy shown, and will use the funds being collected for the nucleus of a fund to build a hospital on Malcolm Island.

Johnson and Healey, who were accused of trying to burn the cabin of one A. Smith, elected to be tried on Thursday, February 19, by a magistrate.

John Haney, a pioneer, was found dead in bed in his cabin on a ranch on the North Arm of the Inlet.

20 cases latest style American hats, all at sale prices for cash. B. Williams & Co.

IMMORAL SHOW.

Actors Who Took Part Fined Fifty Dollars.

Montreal, Feb. 13.—George Dane, Fleury Deville, Grenier Dormez and Jane Meissonier, the four artists of the Palace Royal theatre, arrested for taking part in an immoral show, were each fined $50 today by Recorder Poirier.

WRECKED BY LANDSLIDE.

One Man Killed and Two Fatally Hurt on Train.

Wheeling, Va., Feb. 13—One man was killed and two were fatally injured in a wreck on the Pittsburg and Western Railway today. Engineer George Cowan was roasted to death. Fireman Bells and Brakeman Wright, of Hazelwood, were scalded. A landslide caused the wreck.

OBSTINATE MEMBER.

One of the French Deputies Raises a Scene.

Paris, Feb. 13.—An exciting incident occurred in the Chamber of Deputies today, when Maurice Binder, Nationalist, sought to interpellate the Minister of Justice, M. Valle, on the Humbert affair. The deputy declared that suspicion had long been directed against the Combes cabinet. A scene of great disorder followed this statement. Members of the Cabinet left their chairs and demanded the removal of M. Binder.

Premier Combes sought to gain recognition, but as M. Binder continued to shout at the top of his voice, M. Combes and M. Valle and other ministers retired from the House, the left party applauding, and the right party hissing.

QUITE TRANQUIL.

President of Salvador Reports a Calm.

Panama, Feb. 14.—A cablegram was received this morning from San Salvador as follows: "Complete tranquility prevails here. Congress assembled on Thursday, February 12. (Signed) Regalado." Mr. Thomas Regalado is the president of the republic of Salvador.

Stocktaking sale, men's overcoats half price for cash. B. Williams & Co.

Official Gazette Announcements

License Inspectors and Commissioners Appointed For Cities and Districts.

New Appointments, Incorporations And Other Matters of Public Interest.

The following announcements are made in this week's issue of the British Columbia Gazette:

The following are appointed license commissioners:

Dewdney License District.—George Alderson, of Coquitlam; J. B. Cade, of Mission; W. J. Harris, of Maple Ridge, J. P.;(Chief License Inspector—Constable A. W. Lane of Mission.)

West Yale License District.—William Dodd of Yale, S. M; John Lyons, of North Bend, J. P.; John Lawrence of Hope, J. P. (Chief License Inspector, Constable J. F. Sayre, of Lytton.)

West Lillooet License District.—John Marshall of Lillooet; William Dunbar of Lillooet; Robert D. Cumming, of Pavilion. (Chief License Inspector, Constable R. A. Hume, of Lillooet.)

Boundary Creek License District.—E. Jacobs of Greenwood; H. Cannon of Grand Forks; W. B. Townsend of Rossland, J. P. (Chief License Inspector—Constable I. A. Dinsdale of Grand Forks.

Comox License District.—Charles Henry Tarbell of Cumberland; James A. Carthew of Cumberland; Thomas Turnbull of Comox (Chief license Inspector—Constable J. Thompson, of Cumberland.)

Chilliwack License District.—James Mercer of Rosedale; John Denholm of Chilliwack; John Ball of Abbotsford. (Chief License Inspector—Constable F. S. Spain, of New Westminster.

Richmond License District—William Shannon of Vancouver; James Morton Drummond of Moodyville, J. P.; William H. Rowling, of South Vancouver. (Chief License Inspector—Constable Colin S. Campbell of Vancouver.)

Revelstoke License District.—Florence McCarty of Revelstoke; Abraham E. Kincaid of Revelstoke; E. A. Hazgen of Revelstoke. (Chief License Inspector, Constable R. A. Upper, of Revelstoke.)

Nicola License District.—John Dalby of Nicola; F. P. Cook of Granite Creek; C. E. Thomas of Princeton, J. P. (Chief License Inspector, Constable H. Hunter, of Princeton.)

150-Mile House License District.—Robert Borland, of 150-Mile House; Stephen Thorne Hall of 150-Mile House, J. P.; Jas. Adams of Snowshoe Creek. (Chief License Inspector, Constable F. Rose of 150-Mile House.)

Soda Creek License District.—William Adams of Soda Creek; Chipman Harper Smith of Soda Creek; Hugh P. L. Bayliff of Chilcotin. (Chief License Inspector, Constable Robert Pyper of Chilcotin.)

Barkerville License District.—Jame Stone of Barkerville, J. P.; James Innes of Barkerville; William Albert Johnston of Quesnel, J. P. Chief License Inspector, Constable George Walker of Barkerville.)

The following are appointed members of the Board of Licensing Commissioners for the city under which their names appear, namely:

City of New Westminster.—George Blakeley, David Walker.

City of Cumberland.—Alderman Daniel Kilpatrick, A. H. Peacey.

City of Revelstoke.—Alderman John McLeod, William Crae Lawrence.

City of Vernon.—Alderman H. F. Wilmot, W. F. Cameron.

City of Grand Forks.—Alderman N. McCallan, George Fraser.

The following provincial police constables are appointed chief license inspectors:

Constable Colin Campbell of Wilmer, for the Windermere License District, vice Constable S. Redgrave.

Constable George Cassidy of Ladysmith, for the South Nanaimo License District, vice Constable M. H. McIndoo.

Constable F. S. Spain of New Westminster, for the Chilliwack License District, vice Constable C. S. Campbell.

Chief Constable J. H. McMullin of Fernie for the Port Steele License District, vice Mr. Lestock R. Forbes.

operat a line of railway of standard gauge

The following are appointed members of the board of commissioners of police:

City of Vernon.—Alderman S. P. French, Frank McGowen.

City of New Westminster. — Alderman Ralph Wilson, W. Norman Bole.

City of Revelstoke.—Alderman John McLeod, Robert Gordon.

City of Grand Forks.—Alderman Robert Gaw, W. J. Morrison.

Arthur L. Kendall, of Cloverdale, Esq., M. D., C. M., is appointed resident physician in and for the municipality of Surrey

Certificates of incorporation have been issued to the following:

The A. E. Howse company, Limited. Capital $75,000 in $25 shares. The primary object of the company is to acquire and carry on the business of a general merchant and forwarding agent now carried on by A. E. Howse at Nicola and Princeton, in the province of British Columbia.

The Stanley Dollar Steamship Company, Limited. Capital $50,000 in $10 shares. The primary object of the company is to purchase or otherwise acquire the steamship Stanley Dollar, now registered at the Port of St. Thomas, D. W. I., together with all her boats, furniture, apparel and other requisite equipment.

Charles H. Lugrin, solicitor for the applicants, will apply for an Act to incorporate a company with power to build and operate a line of railway of standard gauge from Hardy Bay, Vancouver Island, to Rupert Arm, Quatsino Sound; also from the point where such railway reaches Rupert Arm, by the most convenient route South of said Arm, to a point at or near Quatsino Narrows; also from Quatsino Narrows, by the most convenient route, to Forward Inlet; also from Hardy Bay or from Rupert Arm to Alert Bay, and thence by way of Nimpkish or Karmuizen Lake and the Klaanch river to Muchalat Lake.

Board Has Hot Session

Meeting Yesterday of Board of Trade Proved Unusually Interesting.

A Good Deal of Important Business Transacted—Large Attendance.

Yesterday afternoon's meeting of the Board of Trade was perhaps one of the most lively ones held in the history of the organization—and the entertaining and interesting features were of an entirely impromptu character. The attendance was large, the interest manifested in the proceedings very keen and the business transacted altogether of an important character. The unlooked-for developed in the lodging of a protest by J. L. Beckwith against the manner in which a missive intended for his hands had been treated by some person who had intercepted it at the office of the secretary, to which place it had by inadvertence been misdirected, and a lively passage-at-arms between D. R. Ker and C. H. Lugrin over the report of the committee to whose hands had been entrusted the task of drawing up a memorial on Vancouver Island and its position in respect to transcontinental railway enterprises.

Those present were Messrs. Earle, Todd, Swinerton, Kingham, Shalcross, Crease, Lugrin, Leiser, Patterson, Leuz, Pitts, Ker, Paterson, Oliver, Piercy, Croft, Beckwith, McQuade, Riley, Sehl, Mason, Pendray, Kirk and Boggs.

In the absence of the president, Vice-President C. H. Todd occupied the chair. He explained before taking up the regular business that a very satisfactory interview had been had with Mr. Lawless, of the Pacific Coast Steamship Co., and that there was every probability of the latter company putting on a steamer service to the Sound. He also referred to the successful efforts of the board to adjust the differences between the longshoremen and the stevedores.

Mr. S. J. Pitts, seconded by Lindley Crease, then moved the following resolution: "That section 7 of the by-law, imposing an entrance fee of $20 in addition to the annual subscription, be repealed." The mover explained that this was brought forward in order that the membership and popularity of the board might be increased. The idea was not a new one, having been before the board on December 9 last. Mr. Crease said the desire was to further the interests of Victoria; and as the board was not now a provincial body, the change suggested in the resolution might very properly be mentioned. He defended the work of the Board of Trade in the past and contended that much of the adverse criticism was uncalled for. A greater concentration of effort was needed, and this was what would result from an increase in membership. He thought the gentlemen who had banded themselves together in another organization might come in and join the board in a body. Mr. Lugrin said the board had always been open to newcomers—a hearty welcome always been given. He knew this from personal experience.

(Mr. Beckwith, president of the Chamber of Commerce, thought a very erroneous idea existed regarding what were the aims of the latter body. It was not intended to pose in any sense as a rival to the Board of Trade. He explained how the new organization came to be launched. He had favored conferring with the Board of Trade before the Chamber of Commerce was formally originated; but this was not done. He did not think it impossible if the matter were gone about in the right way, an amalgamation might be affected. He called attention to what he thought was intended to be an insult to himself. A letter had been mailed to him, addressed to the care of the Board of Trade. The postman had left it as addressed, and it was returned to the post office, bearing on the envelope the words, "Not here; try Joss House, Chinatown." He did not know who was responsible for having placed those insulting words on the letter, but took it, it was done with the express purpose of annoying him, and he resented it.

Secretary Elworthy and several members of the board warmly resented Mr. Beckwith's implied imputation that some member of the board had done such a thing. Mr. Elworthy said he knew nothing of the matter whatever, nor did his boy, nor the janitor.

The matter dropped for a time, and the regular business before the meeting was again taken up. Regarding an improved West Coast service, Mr. Shallcross, for the committee which had the matter in hand, reported that an interview had been had with Manager Troup of the C. P. N. Co., who agreed that it was desirable that the service should be improved. The matter will be taken up at a further conference with Capt. Troup.

The special committee re the resources and position of Vancouver Island in respect to transcontinental railway enterprises, submitted a lengthy report, which was ordered printed in pamphlet form and placed in the hands of the members preparatory to a discussion of it at a special meeting to be held on Wednesday evening. On motion of Mr. Lugrin, the report will have added to it the following resolution:

Resolved, That this Board hope that the policy of the proposed Grand Trunk Pacific Railway company will embrace the extension of its system to Vancouver Island and to the City of Victoria.

A few remarks were made in favor of the immediate adoption of the report by Messrs. Lugrin and Shallcross, before it was decided to lay it over until Wednesday evening's meeting. Mr. Ker opposed the suggested adoption of it very strongly, and in doing so furnished the second lively incident of the meeting—throwing out what Mr. Lugrin considered to be an innuendo directed against himself to the effect that townsite boomers were actuated by a desire to have included in the report complimentary references as to the suitability of West Coast ports as points from which to handle Oriental traffic.

Mr. Lugrin could not let Mr. Ker's remarks pass without an indignant protest. He explained that the clauses to which Mr. Ker took exception were included in the report for the very simple reason that the committee was directed to report on Vancouver Island as a whole. He was not interested in any townsite on the West Coast of Vancouver Island, nor had he one dollar's interest in any projected townsite outside of the little town of Hardy Bay. He resented very strongly the remarks which were made by Mr. Ker, which he considered entirely uncalled for.

Mr. Ker said he did not know that Mr. Lugrin was interested in any townsite scheme; his only object in making the remarks he did was to point out the necessity of always making Victoria's advantages paramount in such a report as was proposed to be forwarded to the transcontinental railway companies.

Mr. Shallcross upheld Mr. Lugrin's contention, that the committee only did what it was asked to do—set forth as comprehensively as possible what were the trade and resources of Vancouver Island, and the latter's position in respect to the transportation problems now engaging public attention.

Mr. Kirk submitted the following resolution, which was carried after some little debate:

Resolved, That the Victoria, British Columbia, Board of Trade, considers it absolutely necessary in view of the great development of the canning industry on Puget Sound, and the consequent competition through the cheaper methods of taking salmon, that permission be granted British subjects to operate traps, purse and drag seines, and gill nets of unlimited length in British Columbia waters, due provision being made for the actual working of traps or seins by the licensee within a given time.

Mr. Todd said a monster petition was in circulation on the Mainland aiming at preventing the operating of traps on Vancouver Island. He explained in a very convincing manner the advantages which would follow the placing of traps on Vancouver Island. A great deal of the time of the board had been taken up in attempting to advance railway enterprises and Island development generally. Yet here was an industry which would do much for the Island, which capitalists would at once take hold of, once the privilege of using traps was granted. As showing the extent of the salmon canning industry in the state of Washington, he quoted the following from the state fish commissioner's report of December, 1902:

"In the Puget Sound district the amount of capital invested was $5,582,933; canneries operated, 24; canneries not operated, 5; number of white persons employed in canneries and fishing and on steamers, boats, pile-drivers, seines, dealers, etc, 6,540; number of Chinese and Japs in cannery work, 1,725. Total number of men employed in industry, 8,265; total earnings of men employed, $1,944,790."

The meeting heartily endorsed the position taken by Mr. Todd.

A special committee was appointed to enquire into the grievance complained of by Mr. Beckwith.

Mr. Pitts presented the following resolution, which was unanimously carried:

That this Board, being of the opinion that an improved steamship service between Puget Sound ports and Victoria is necessary to meet the present and future requirements of the trade, wish to assure the Pacific Coast Steamship company of their hearty support should they decide to provide a service on the lines as stated by their representative, Mr. Lawless, at his meeting with the Council of the Board of Trade on the 6th inst.

The following new members were elected: R. D. Munro, M. Gutmann, E. F. Radiger, Alfred Taylor, J. Sheasgreen, Henry Ross, D. E. Campbell, Angus Campbell, G. F. Langley, L. W. Hall, George Riley, John Nelson, John Hector, B. Wilson, D. B. Bogle, J. J. Lemon, A. McKeown, J. E. Wilson, A. H. Maynard, Andrew Gray.

The meeting then adjourned.

A Difference With Germany

Mr. Bowen Says She Ignored Previous Promise Made to Him,

And That Venezuela Will Not Agree to Demands Made.

Washington, Dec. 11.—Germany has ignored her previous agreement made with Mr. Bowen by Count A. von Quadt-Wykradt-Isnyher, charge d'affaires, and insisted on a payment of $340,000 or a lien on the customs receipts of one of the Venezuelan ports until this amount is paid. This information was communicated to Mr. Bowen tonight by Baron Speck von Sternberg, German minister. Mr. Bowen immediately informed the German minister that he refused to yield the receipts of any port prior to The Hague's decision, saying that would be preferential treatment. As to the payment of $340,000 demanded, Mr. Bowen left that matter to the German minister to determine, saying to him that if Germany can afford to make a public confession that she does not stand by agreements signed by its duly accredited diplomats, he (Mr. Bowen) is willing that they shall receive on the day the protocol is signed the total amount asked in the original ultimatum.

Great Britain and Italy have renounced any responsibility for the action of Germany, and express their regrets. They have informed Mr. Bowen that they will stand by all agreements they have made with him. There is a statement that the attitude of Germany's demand in not contenting herself with £5,500 is due to a misunderstanding of certain steps in the negotiations which had been passed on by Count Quadt before the arrival of Baron von Sternberg. Mr. Bowen holds that Germany is bound by the act of its representatives.

It is expected that an answer will arrive here tomorrow from Germany on the final representations made, and upon the receipt of that answer the signing of the protocols will probably occur. As soon as they are signed orders will be despatched to the blockading ships for their immediate withdrawal from Venezuelan waters.

London, Feb. 11.—Mr. Bowen's formal acceptance of the British protocol is not believed here to be likely to hasten to any extent the settlement of the Venezuelan negotiations. The Associated Press is informed that the ambassadors of the allies have been strictly enjoined not to sign any of the protocols until the powers are satisfied with the terms, when the signatures will be simultaneous.

When the question of the separate treatment of the allies is brought before The Hague court of arbitration the triple alliance will appear as one power, their interest being regarded as identical.

Senor Meyeston, the Venezuelan consul, has presented to the Dutch government officials a demand for the immediate seizure of the gunboat Restaurador, now flying the German flag, and the return of the vessel to Venezuela, says the correspondent of the Herald at Willamstadt, Curacao. The consul contends as the captured ship belonged to the Venezuelan navy she could not enter Dutch waters, under international law. He also has protested against Germany using Curacao as a base of supplies, and as a coaling station. Venezuelan officials assert that neutral rights appear to be only for strong powers, and that international law is a farce when feeble nations are involved.

The British torpedo boat destroyer Quail went ashore a week ago near Point Barina, says a Herald despatch from Port of Spain, Trinidad. Her propellers were smashed and she narrowly escaped being wrecked owing to the heavy seas. She has been towed to this port.

COLD IN DAWSON.

And Fuel Is Reported to Be Short.

It is reported that there is a shortage of both coal and wood at Dawson. The electric light company of Dawson consumes twenty cords daily and the northern Commercial Company uses up twelve cords. At the time of the departure of the last Klondike arrivals there were probably not over 400 cords of wood in all Dawson, while the coal supply had been exhausted, practically. Estimates as to the amount of wood consumed by Dawson range from forty to sixty cords daily. The shortage came about largely through the severity of the weather. Owing to the rigors of the climate teamsters preferred to be idle rather than take their horses out. There is a supply of cord wood near Dawson. On the Klondike bar there are 1,000 cords cut and piled, and at other points in that vicinity enough to swell the cut wood supply to 3,100 cords. Wood of late has been selling in Dawson at from $14 to $18 per cord.

Boys' reefers 90c. each, worth $1.75 and $2.00, until after stock-taking. B. Williams & Co.

Up to the Ratepayers

Council May Ask For Further Direction Re Carnegie Library.

Possibility of Citizens Being Required To Vote on Referendum.

Tomorrow evening's meeting of the City Council promises to be a more than usually interesting and important one. Tenders will be opened for the purchase in whole or in part of the debentures issued under authority of the Sewer Loan Guarantee Bylaw, 1902, amounting to $200,000 in the denomination of $500 each. The debentures bear date the 1st day of December, 1902, and mature on the same date in 1952. They bear interest at the rate of 4 per cent. per annum, payable half-yearly, both principal and interest being payable in London, New York, Montreal or Victoria. It is understood that numerous tenders have been received, and that the price offered is a good one.

A rough draft of the expenditures for 1903 has been prepared and will be handed to the council at tomorrow evening's meeting. There is no extraordinary expenditures of a radical character proposed, though it is anticipated that some of the items will be pared down to meet the views of the aldermen who are striving for strict leniency in the management of the various departments. The sum of $20,000 is specified as that going to the Streets committee. In connection with the examination of the estimates, much attention will be given to the proposal now before the council in the shape of a bylaw that the ratepayers should authorize the expenditure of a sum not exceeding $4,500 for the obtaining of a site for the proposed Carnegie library—and this will probably open the whole question of the expediency of the council further proceeding with the project.

One alderman who is cognizant of the very great change of sentiment which has resulted among a considerable number of the ratepayers from a closer inspection of the terms of Mr. Carnegie's offer and the burden which would be placed on the finances of the city if the library project is proceeded with, is in much doubt as to what just ought to be done in the matter; and in this connection it may be mentioned that there is a disposition on the part of many ratepayers to suggest that the council ought again to ask for a direction from the people as to whether or not the project should be further proceeded with. As the matter stands at present the council is a very uncomfortable position. It is realized on all sides that there are many in the city who are entirely opposed to proceeding any further with the library matter—just how many it is hard to say. But the ratepayers at a vote taken on the bylaw last summer voted in favor of accepting Mr. Carnegie's offer.

The matter has hung fire ever since owing to the inability of the aldermen to agree upon the best method of choosing a site. Ald. Stewart's bylaw, which is now before the council, and which will be further discussed at tomorrow evening's meeting, asks "That the council be authorized to purchase out of the current year's revenue, at a cost not exceeding $4,500, one of the several sites offered to the city, enumerating such of them as the council may deem desirable to submit, and that the alternative be offered the electors of selecting lot 7, block 70, the property of the city. And of expropriating or otherwise acquiring if deemed advisable, a small portion, not exceeding 20 feet in frontage of the adjoining lot, so as to remove all present objections on the score of shape or size of said lot 70, block 1."

The following lots have been offered.

Lot 29, block 3, corner Yates and Blanchard streets; price $4,500.

Lots 1, 2, 3, 4, 28 and 29, corner Churchway, Blanchard street and Burdette avenue; price $4,000.

Lot 4, block 12, View street; price $3,100.

Lot 215, block 25, Humboldt street; price $3,150.

Lot 646, situate on the N. E. corner of Douglas and Chatham streets; price $3,000.

Lot 1257, sub-division 2, North side Pandora street, between Douglas and Blanchard streets; price $3,000.

Should the council decide that the financial condition of the city will not permit of the making of an appropriation for a library site, the project will of course be shelved indefinitely; but even if it is determined to submit Alderman Stewart's bylaw to the ratepayers it is believed that in that way a full expression of opinion of the ratepayers on the matter would be obtained. As a way out of the difficulty it has been suggested that the council should take cognizance of the present temper of the people on the matter, and submit the following questions to the ratepayers under the Referendum By-law:

(1). Shall the council proceed further with the Carnegie library project?

(2). If yes, shall the council be empowered to expend a sum not exceeding $4,500 in the purchase of a site for the library?

(3). Which of the following sites shall be selected. (Here follows list of sites).

It is believed that if such a vote were taken the council would at once learn exactly what the people wish to be done with the whole matter of the Carnegie library.

REGIMENTAL ORDER.

Enlistments and Promotions—Regimental Parade Ordered For Wednesday.

The following regimental order has been issued by Capt. J. A. Hall, commanding the Fifth Regiment R. A.:

The following man has been re-engaged for three (3) years further services:

No. 7, Cecil E. Berkeley.

The following men having been attested will be taken on the strength from the date hereinafter mentioned, and will assume the Regimental numbers opposite their respective names:

No. 25, Wm. Arthur Nicholson, February 9, 1903.

No. 81, Claude Foote, February 3, 1903.

The officer commanding has been pleased to approve of the following promotions:

To be Acting Sergeant, Corporal R. Margison, vice J. T. Margison, discharged.

To be Acting Corporal Bombardier, P. T. Luscombe, vice Margison, promoted.

To be Bombardier, Gr. C. McNaughton, to complete establishment.

The regiment will parade at the Drill Hall on Wednesday, February 18, at 8 o'clock p. m.

Staff and band will attend.

Dress—Review order.

The following N. C. O.'s are detailed to assist at recruit drill on February 23 and 24. Co.-Sergt.-Major Colquhoun and Corporal Anderton.

GOOD SKATING.

Westminster, Feb. 14.—(Special)—There is good skating on the adjacent lakes. Large crowds were out today. A local lad, Walter Granger, broke through the ice of Burnaby lake and was rescued with difficulty by his young companions.

He—"Are Miss Simpson and Miss Timkins good friends?" She—"I should say not. Why, they couldn't be more bitter enemies if they sang together in the same church choir."—Chicago Daily News.

MARINE NEWS

(From Friday's Daily.)

THE DUNEARN SPOKEN.

Overdue Ship Sighted in Neighborhood of Pitcairn Islands.

The absorbing topic of conversation on the waterfront yesterday was the overdue ship Dunearn, which has been removed from the overdue list in consequence of being spoken on January 6 off the Pitcairn islands, and the speculators who wagered their gold that she would arrive are glad thereat. The Dunearn is 216 days out from Cardiff for Sitka, with coal for the United States Government, and is long overdue, but her having been spoken in the locality where she was seen on January 6 shows that the tardy coal-carrier has—like many ships have previously done—been obliged to run back across the Southern ocean as a result of difficulties encountered in the effort to round the Horn, and rounding Australia she is coming up the Pacific through the islands. This long passage accounts for her long voyage, and other than a slight fear held in some quarters that she may have encountered the fringe of the volcanic disturbances which caused such a disastrous tidal wave in the Paumoto group seven days later than the Dunearn was sighted off Pitcairn island, which is quite a distance from the region affected by the submarine disturbances. The Dunearn was at once removed from the overdue list when spoken. Many Victorians played the ship "to arrive" for it was generally thought in Victoria that despite her long passage she would reach port. Now that she has been spoken there is speculation regarding the identity of the wrecked craft sighted by Capt. Meyer of the schooner Henny, 400 miles off the California Coast.

From the Henny the object appeared to be the wreck of a vessel about 70 feet long and 25 feet beam. It was water-logged. At what looked like the stern five timbers were counted above the water line. On what was evidently the bow appeared a topgallant forecastle painted yellow. Capt. Meyers adds to his report that while the object seemed to be the hull of a small vessel, what he saw might have been the visible part of a nearly submerged big ship.

The German ship Siam, 1,637 tons, from Tampas for Melbourne, and now 139 days out, has been placed on the overdue list, and so has the steamer Palmas, which left Newport for Boston on January 3, with a cargo of coal.

M. A. Newell, reinsurance broker of San Francisco, has written to some local speculators on the Paul Rickmers that despite the fact that the ship has been posted as missing, the speculators will receive their earnings if she ever arrives—he adds that but three vessels which have been posted by Lloyds have arrived within 30 years.

A FAST TRIP.

Schurbek Makes a Quick Run From Santa Rosalia.

German ships Schurbek and Schwarzenbek have been very companionable on their voyages from Hamburg to this Coast. The Schurbek, which has reached the Royal Roads under charter to load lumber at Chemainus for Liverpool, after a passage of 24 days, sailed from Hamburg on her maiden voyage—she is a new ship—a month after the Schwarzenbek and the two ships met off Santa Rosalia and arrived within a short time of each other. The Schwarzenbek sailed two weeks before the Schurbek left Santa Rosalia, and the two vessels met again off the Cape. The Schwarzenbek is chartered to load lumber on the Sound. The trip of the Schurbek from Santa Rosalia is a very fast one.

RELIEVED LIGHTKEEPERS.

Starving United States Lighthouse Men Succored by the Amur.

Steamer Amur, which reached port yesterday morning from Skagway relieved a starving United States lighthousekeeper and his assistant at the Five Finger's lighthouse. When the steamer Amur was bound North on Friday last at noon Capt. Gosse saw a flag flying from the United States lighthouse on the Five Finger's rocks, and the Amur swerved in and hove to off the lighthouse. The lightkeeper and his assistant came off with a small boat, and said they had nothing to eat. They had been living on flour and what fish they could catch for a week. Food had become running short for some time, and they had been living on short rations for six weeks. A month ago one of the assistants left the lighthouse in the big boat and went toward Petersburg to secure provisions. As he had not returned up to the time the Amur stopped in answer to the signal of the lightkeeper the officers were quite anxious regarding him, as very heavy weather had prevailed since he left. It may be that he has been delayed at the Northern town on account of the bad weather. The Amur supplied the lightkeeper with beef, tobacco, sugar, potatoes and other useful articles, and the unfortunate lightkeepers were very grateful for the relief brought by the Amur. They had been signalling many passing vessels, but in the rough weather that had prevailed, no attention had been paid to their signals until the Canadian steamer hove to, and brought relief.

The Amur brought 17 passengers, seven for Seattle, four for Vancouver and six for Victoria. Those for Victoria were: Rev. R. J. Bowen, Lewis McNeill, Mrs. McNeill and two children, and J. H. Falconer. In Wrangel Narrows the tug Lorne was passed on her return from Juneau.

HAD TRYING VOYAGE.

Big Bonanza's Crew Work Constantly at Pumps to Save Her.

When the bark Big Bonanza arrived in the Royal Roads from the Cape, in distress, her hull leaking, one of her fresh water tanks leaking, and a pump broken down, Capt. Bergman wired to his owners for instruction regarding repairs. They telegraphed to Capt. J. S. Gibson to survey her. He recommended that the vessel be repaired. The owners decided not to discharge the cargo of coal brought from Ladysmith for San Francisco, however, and after putting in a new fresh water tank and repairing the pump, decided to have their vessel towed to San Francisco. It was fortunate for them that the vessel was towed down, or the Big Bonanza might have been added to the list of the vessels lost at sea.

The Big Bonanza reached San Francisco on Wednesday, leaking at the rate of seven inches an hour, and it was only by constant work at the pumps that she was kept afloat. She was towed by the tug Defiance, and for six days had to buck into heavy gales. Her crew worked continually at the pumps, and it was as a result of this that the vessel was kept above the seas. She is being discharged and will be repaired at San Francisco.

The Big Bonanza left Ladysmith on January 17, and after getting out of the Straits she began to leak and her pump being broken, she was obliged to run back to Victoria.

THE STRANDED BARK.

The Captain Says He Ran Ashore to Escape Worse Disaster.

Capt. Auchagan of the German bark Alsternixe, which is lying high and dry on Republican Reef, almost within the harbor of Astoria, says he did not lose his bearings, but that he was compelled to run his vessel head-on in order to prevent a disaster that would have resulted in loss of the lives of those aboard. It is possible the vessel can be kedged back into deep water. The ship is hard and fast 300 yards West of where the Great Republic struck, and in no particular danger if the weather does not become severe. The tug Tatoosh is standing by, and yesterday 1,600 tons of the vessel's ballast was discharged in the effort to lighten her. All efforts to get her from her dangerous position have failed up to date.

(From Saturday's Daily.)

TOSA MARU REACHES PORT.

Meets Heavy Weather in Crossing the Pacific Ocean.

Steamer Tosa Maru, Capt. Christensen, of the Nippon Yusen Kaisha line, reached port last night from Hongkong and way ports in the Orient, having left Yokohama—her last port of call, on January 29. The Tosa Maru had a rough passage, with heavy winds, and two heavy gales were encountered on the voyage across the Pacific. Soon after leaving Yokohama a heavy Easterly gale was encountered and on Tuesday last a hurricane blew from the Southeast with terrific force, and the Japanese liner was obliged to heave to and ride out the gale for over 24 hours. The steamer brought a cargo of 2,815 tons all told, 26,387 packages of raw silk, silk goods, matting, rice, tea, peanuts, curios and porcelain, plains and lily bulbs, bamboo, shoyu, tin, rushes, grass hats, goat skins, and general merchandise. In all 103 tons was landed at Victoria, 2,155 packages, made up as follows:

	Total.
Silk goods	
Rice	1,165
Provisions	
Matting	356
Chinese wine	246
Japanese	40
Plants and bulbs	40
Safety matches	15
Merchandise	10
	72
Total	2,155

The steamer brought 159 passengers, of whom 120 were landed at Victoria. There were four saloon, all booked to Seattle and San Francisco, one European steerage, and 32 Japanese for Seattle, and two Russians for San Francisco. There were 114 Chinese for Victoria, the largest number that have arrived for some time, and five Japanese and one European for Victoria.

The steamer Kaga Maru, which left Yokohama on Tuesday for this port is bringing 93 tons of general freight and 125 Chinese.

The steamer Olympia, of the Northern Pacific line, is due today.

AGAIN AN OVERDUE.

Bark Dunearn Placed on the List at Fifteen Per Cent.

The British bark Dunearn did not stay long off the overdue list. News was given yesterday of her withdrawal from the market as a result of being spoken off the Pitcairn islands on January 6, but as a result of the heavy tidal waves, which caused such a heavy loss of life in the Society group seven days after she was sighted alarm is felt for the coal-carrier, and she has again been placed on the overdue list at 15 per cent. The Dunearn is now 217 days from Cardiff with a full cargo of Welsh coal for the United States Government consigned to Sitka, Alaska. She is the first ship that has taken coal to Sitka, and on account of the lack of towage facilities there some surprise was felt at her being ordered there. It has since been learned that the United States Government has ordered a revenue cutter to be on the outlook for her and tow her into port.

The coal laden ship Florence, which is now 75 days out from Tacoma for Honolulu, is now reinsured at 90 per cent.—the rate having been advanced on the board at San Francisco yesterday, according to private advices received from the Golden Gate. The Florence has been given up as lost by the majority of shipping men on this Coast, although she is being heavily played "to arrive" in England.

The steamer Maskeylene, which an evening paper quotes as overdue, was taken off the list on