

VICTORIA SAVINGS SENT TO SEATTLE

TO AVOID ASSESSMENT UNDER THE NEW ACT

The Board of Trade Discussed This and Other Important Subjects at Meeting on Friday.

Many subjects of prime importance to Victorians was discussed at the quarterly general meeting of the board of trade last night, which briefly might be stated as follows: A motion introduced by S. J. Pitts and carried, proposing an amendment to "The Bills of Sale Act" must be introduced by D. Milne and passed respecting the extension of the E. & N. railway; action taken with regard to the Clallam disaster as to procuring a new Sound service and a life saving station on Trial Island and an inspection of ships, as also the offering of rewards for the finding of bodies from the wreck, and a notice of motion brought forward by Rowland Machin proposing the removal of duty on oil used in connection with smelting and the initiation of new members.

President Todd presided, and in a few well chosen words, S. J. Pitts introduced a resolution of condolence to those members of the board in mourning from the wreck which occurred in the Straits. The motion unanimously carried, and Mr. Pitts then submitted the following report, which explains itself:

That it has made inquiries as to the acts affecting mortgages in the various provinces of Canada, and that it is of the opinion that the province of Quebec chattel mortgages are null and void, and that in the other provinces they are limited by acts passed for the purpose.

Your committee has made careful inquiries into the law as at present existing in this province, and is of the opinion that it gives opportunities for the transfer of property of a fraudulent character, or which give an undue preference; your committee believe that this state of affairs is prejudicial to the honest trader, and injurious to the province of British Columbia.

Whereas many discussions of the past and present point to the urgent necessity for a properly constituted board of harbor commissioners; Be it resolved, That this board of trade immediately act to obtain the appointment of an honorary board of harbor commissioners, with such powers as shall enable them to provide for and maintain a clean and safe harbor, and to deal with all other matters in the jurisdiction of such commissioners.

Be further resolved, That the committee be appointed to prepare a draft of a bill embodying such reasonable powers as shall be acceptable to this board and that would meet with approval of the Dominion government, and to report to a special general meeting of this board on Friday evening, January 29th.

I beg leave to suggest that W. G. Cameron, M. P. P., Capt. Cox, Mr. Shalleross, Chas. E. Redfern and the mover constitute this committee.

In introducing the above Mr. Morley moved a hearty vote of thanks to the committee, who had been carrying out the resolutions with regard to the Clallam disaster, and to the various boards of trade of the neighboring cities and towns be asked to use every means to bring about the construction of the said railroads to the various points aforesaid mentioned.

And it is further resolved, That this board of trade appoint a committee to enter into negotiations with the railway companies interested and to obtain full information on the subject, and to encourage the construction of the said railroads having terminal points as above mentioned, and the said committee report to this board as early a date as possible.

Dr. G. L. Milne, in commenting on his motion, gave a list of the charters already granted. No doubt, the speaker said, the Great Northern would be extended to Bute Inlet, and he mentioned what had already been done by Messrs. Haines & Mann. As these railway contractors were bent on coming to the coast he thought that now was an opportune time to approach them to see what could be done towards securing a connection with Victoria. The opening up of Vancouver Island, which had been the desire of citizens of Victoria for so many years, was of great necessity, and he believed that the C.P.R. service now about to be inaugurated was the carrying out of part of a general plan proposed. He thought that now was a favorable time to bring some influence to bear on the Federal and Dominion governments to see if something could not be done towards having the line via Bute Inlet to Victoria.

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efforts made in the negotiations entered into with the C. P. R. for a service to the Sound.

After some further discussion the same committee that acted before were appointed again, and the names of J. G. Shalleross and Dr. Milne added.

Dr. Milne in explaining what he meant by the word negotiations in his motion, said that the word had a broad meaning. He wanted to know what any of the railway corporations were prepared to do.

Discussion next ensued on the Assessment Act. The secretary stated that Grand Jurors and other boards had promised their co-operation in the action the Victoria board had taken.

Geo. Carter doubted if the act was better understood now than it was when the board met before. The act was already working to the detriment of the commercial interests of the province. As a case in point he told of an insurance agent who had called at his store to do business. The agent was told that the firm was reducing stocks, and was adopting a general policy of economy. The agent said that everywhere he had gone during the day he had heard the same story, and he would simply have to pack up and go home.

Mr. Carter then introduced the following motion, which was passed, and was forwarded to other boards of the province: That this board considers that the provisions adopted or confirmed in the present Assessment Act will tend to hamper trade, this board considers that the endeavor should be not to tax more than a firm's net worth and net profits or gains, and that the present Assessment Act goes beyond this in not permitting the deduction of liabilities from the gross value of stocks of merchandise, debts, etc., and in other respects, and that the board urge upon the government to amend a commission, not of an official or political character, to report upon the present Assessment Act, and to make such recommendations as may seem desirable.

Mr. Shalleross took up the subject of the tax about to be imposed on savings in the bank. He doubted if these savings could be ascertained. But if it were, "I am here to make arrangements with Mr. Dunsmuir," he said, "for a supply of anthracite for our new ships, the Minnesota and the Dakota. This former, as you know, was launched some time ago, and the Dakota, we expect, will take the water about the 10th of February. For these ships we want the very best coal which can be obtained, and my negotiations with Mr. Dunsmuir so far have been most satisfactory.

"Of course the amount which can be supplied as remains to be determined, but as it will not be required for some months there is ample time in which to exploit the extent of the new discovery. This is the first anthracite to be found in the West."

Mr. Farrell spoke in terms almost of enthusiasm of the outlook for the whole province, and particularly for this section of it. He went on to say that the discovery of anthracite in Comox was a full possibility for this island, and that the people of Victoria and Vancouver Island should have no cause for complaint in a business sense, with such a discovery.

President Shalleross was also passed. Mr. Morley pointed out that after an inspection had been made of a vessel there was nothing to prevent certain equipment being thrown off a steamer the following day.

On suggestion of Mr. Morley the chairman appointed the following to act on a committee with respect to the formation of a Capt. Cox and Messrs. Shalleross, Cameron and the mover.

Rowland Machin next brought up the question of a remission of duty on oil used in the process of smelting. The mover suggested that notice of motion which will be brought up at a subsequent meeting.

After Max Leiser, S. M. Okell, B. Stahardt and Edward Chapman had been elected members of the board the meeting adjourned.

NOTES FROM WINNIPEG. Manitoba Wheat Ordered for Japan—A Romance of the Northwest.

Winnipeg, Jan. 15.—A young English woman, residing in New York, was in the city to-day on her way to marry a wealthy bachelor of Boiesville, Man. She answered an advertisement for a housekeeper appearing in a local paper with most happy results.

Real estate at Fort William has taken a decided upward turn and numerous transactions are reported. Only a small note was noted.

James Carey was seriously injured at Port Arthur yesterday. While taking out sand the bank caved in and forced him violently against a slight. His hip was fractured and foot crushed.

S. Tamura, a Japanese government representative, has negotiated with a Manitoba miller for two shipments of Manitoba wheat, to be delivered when required.

ISLAND ANTHRACITE FOR HILL'S BOATS

Railway Magnate's Representative Here Confering With Mr. Dunsmuir for Fuel for Trans-Pacific Liners.

When, a few months ago, it was announced that anthracite coal of first quality had been discovered in the Comox coal fields, few appreciated the significance of the find, and the ultimate effect it would have upon the trade of Vancouver Island. But while the importance of the discovery may not have been fully appreciated locally, it has attracted the attention of the transportation princes of the continent, and the result is that a representative of perhaps the greatest railroad in the world is in Victoria to-day ascertaining the extent of the new fields, and the terms upon which the output can be acquired.

The gentleman referred to is J. D. Farrell, the continental representative of J. J. Hill, and his object in visiting this city is to make arrangements to secure from Mr. Dunsmuir a supply of coal for the mammoth liners which the president of the Great Northern system will place on the trans-Pacific service during the coming summer.

To a Times representative this morning Mr. Farrell made no secret of his plans. "I am here to make arrangements with Mr. Dunsmuir," he said, "for a supply of anthracite for our new ships, the Minnesota and the Dakota. This former, as you know, was launched some time ago, and the Dakota, we expect, will take the water about the 10th of February. For these ships we want the very best coal which can be obtained, and my negotiations with Mr. Dunsmuir so far have been most satisfactory.

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discoveries being made, and with two smelters running at full capacity on the products of Island mines. Mr. Farrell is the Pacific coast representative of Mr. Hill, and has the steamship service of the Great Northern more particularly under his charge. The discoveries alluded to in the above conversation were made a few months ago at Comox, and since that time the management there have been actively prosecuting work for the purpose of ascertaining their extent. Mr. Frank Little, the manager, told a Times representative a short time ago that he was of the opinion that there were a thousand acres of this anthracite coal, and said that the seams were about four feet in thickness.

Regarding the other plans of Mr. Hill in which British Columbians are more particularly interested, Mr. Farrell had little to say. He had met members of the government informally, but hardly expected that the Coast-Kootenay line would be undertaken this summer, but he confirms the statement so often made, that Mr. Hill is willing to undertake the construction of the line without bonus if he is permitted to take advantage of the best grades, regardless of whether or not they lead him to diverge into United States territory or not, and provided he is permitted to build the sections of the line as he sees fit.

The prejudice of Canadians against such an arrangement for fear it would lead to the treatment of British Columbia as a United States possession was dismissed by Mr. Farrell as groundless. "Canada," he said, "is a very advantageous position in regard to the matter, and the result is that at the Granby smelter, for instance, ores are treated more cheaply perhaps than in any other part of the world. You have the ores, the coal, the coke, and the fluxes, all within your own territory, and that simplifies the question of cost to such an extent that Canada need never fear the diversion of her ores in the manner mentioned."

Speaking of the route of the Coast-Kootenay, he referred to the strong prejudice of the continent, and mentioned the fine valleys of the interior which, when surrounded by active mining camps, would be filled with prosperous settlers. With the C. P. R. an all-Canadian route and the new Grand Trunk Pacific proposed along the same lines he thought the justice against crossing an imaginary line between the two countries was in large measure overcome.

Mr. Farrell expects to leave to-night for Seattle, and will be back in a few days.

CLOSING DAY OF THE POULTRY SHOW

There Has Been Keen Competition in All Classes—Some of the Prize Winners.

(From Saturday's Daily.) The annual show of the Victoria Poultry and Pet Stock Association at the market building is attracting crowds every day. Those who wish to see the really splendid exhibits of feathered creatures will have a last chance this evening. As stated yesterday, judging has been somewhat retarded owing to the illness of the judges. The figures were: McGugin, 1,138 votes; McQueen, 956; Banfield, 414. Aldermen were elected as follows: Ward 1, Garrett and Grant; Ward 2, Cook and Stewart; Ward 3, Wilson and Ollman; Ward 4, Barker and MacPherson; Ward 5, Morton and Brydone-Jack; Ward 6, Taylor and Richardson.

Nanaimo, Jan. 15.—The municipal election here yesterday passed off without incident. Only a small vote was polled. Manson's majority over Plicks, was 132. The aldermen elected are: South Ward, Graham, Stewart and Wilson; Middle Ward, Barnes, Harris and Macdonald; North Ward, Barlow, Hodgson and Nicholson.

Rosland, Jan. 14.—J. S. Clute was elected mayor by a majority of 28. The defeated candidates are Thomas Hulme, ward 1, 26, and Mayor John Deane, who is defeated by 104. The aldermen elected are: R. W. Holt, Peter R. McDonald, Thomas Stout, W. R. Preston, Isaac A. Petch and John Martin. School trustees—Dr. Kerr and Hiram Perry McCraney were elected by acclamation. The mayor elected is a native born British Columbian and has resided in Victoria eight years. He was a member of the council five years and mayor in 1902.

At Nelson. Nelson, Jan. 14.—J. Hamilton was elected mayor to-day by a majority of 90. Greenwood Council. Greenwood, Jan. 14.—Mayor, George R. Naden. Aldermen, by acclamation, Kenneth MacKenzie, H. Bunting, J. J. Canfield, F. H. Parker, J. H. McNeil, Duncan Ross. School trustees, R. S. Smiles, S. M. Johnson and C. J. McArthur.

Kaslo Council. Kaslo, Jan. 14.—Mayor, W. E. Hodder, by acclamation. Aldermen, Gilbert

- Hen-1, M. Brinkman. Black Langshans. Cockerel-1 and 2, Quick Bros. Hen-1 and 2, Quick Bros. Pullet-1 and 2, Quick Bros. Sherwoods. Hen-1, 2 and 3, R. M. Menzies. Cocker-1, R. M. Menzies. Breeding Pen-1, R. M. Menzies. Brown Leghorns. Cockerel-1, Dr. G. L. Milne; 2, 3, Blackstock. Hen-1 and 2, M. Blackstock. Pullet-1 and 2, M. Blackstock. White Leghorns. Cocker-1 and 2, S. Y. Wootton. Cockerel-1 and 2, J. J. Dongan. Pullet-1 and 2, J. J. Dongan. Buff Leghorns. Cocker-1, C. S. Hayes & Co.; 2, Dr. G. L. Milne. Cockerel-1, C. S. Hayes & Co.; 2, Arthur Stewart. Hen-1 and 2, C. S. Hayes & Co. Pen-1, C. S. Hayes & Co. Black Minorcas. Hen-1 and 2, M. Blackstock. Hen-1 and 2, M. Blackstock. Pullet-1 and 2, M. Blackstock. Rose Comb Minorcas. Cockerel-1 and 2, H. W. Bullock. Andalusians. Cocker-1, H. W. Bullock; 2, O. N. Jepson. Cockerel-Mrs. Beddes. Hen-1 and 2, O. N. Jepson. Pullet-1, O. N. Jepson; 2, K. Bradley-Dyne. Black Spanish. Cocker-E. B. Paul, M. A. Hen-E. B. Paul, M. A. Buff Orpingtons. Cocker-2, Quick Bros.; 3, M. Blackstock. Pullet-1 and 2, Quick Bros.; 3, J. Wood. Cockerel-1 and 2, W. H. Hadwen; 3, Quick Bros. Follis. Cocker-1, R. P. Edwards. Cockerel-1, R. P. Edwards. Pullet-1, R. P. Edwards. Silver Grey Dorkings. Cocker-1, D. W. Malnguy; 2, K. Bradley-Dyne. Cockerel-1, D. W. Malnguy. Pullet-1 and 2, D. W. Malnguy. Colored Dorkings. Cocker-1, A. M. Howell; 2, Leo Lang. Hen-1, Leo Lang; 2, A. M. Howell. Pullet-1, D. W. Malnguy; 2, A. M. Howell. Silver Spangled Hamburgs. Cocker-1, W. A. Jameson. Cockerel-1, W. A. Jameson; 2, W. A. Jameson. Hen-1, W. A. Jameson. Pullet-1 and 2, W. A. Jameson. Cayuga Ducks. 1 and 2, G. H. Hadwen. Indian Ducks. Drake-1, K. Bradley-Dyne. Duck-1 and 2, K. Bradley-Dyne. Mammoth Pekin Ducks. Drake-1 and 2, Annie E. Webster. Duck-1 and 2, Annie E. Webster. Pigeons. White Fantails-1 and 2, J. W. Maynard. Cinnamon Fantails-1, J. W. Maynard. Checkered Owls-1, J. W. Maynard. Silver Owls-1, G. L. Milne. Tumblers-1 and 2, G. L. Milne. Dragons-1 and 2, J. W. Maynard. Cocker-1, J. W. Maynard; 2, Wm. Richards. Homers (blue)-1 and 2, G. L. Milne. (Black checked)-1, G. L. Milne; 2, J. W. Maynard. (Checked)-1, J. W. Maynard; 2, Wm. Richards. Common Rabbits. Duck-1 and 2, A. M. Howell. Doe-1, A. M. Howell; 2, Miss Reade. Belgian Hares. Doe-1, J. Roskamp; 2, A. M. Howell. Buck-1, A. M. Howell; 2, J. Roskamp.

- MUNICIPAL ELECTIONS. Dr. McGugin Elected Mayor of Vancouver—The Nanaimo Contest. Vancouver, Jan. 14.—In the majority contest to-day Dr. McGugin was elected by 132 of a plurality. The figures were: McGugin, 1,138 votes; McQueen, 956; Banfield, 414. Aldermen were elected as follows: Ward 1, Garrett and Grant; Ward 2, Cook and Stewart; Ward 3, Wilson and Ollman; Ward 4, Barker and MacPherson; Ward 5, Morton and Brydone-Jack; Ward 6, Taylor and Richardson.

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The Paterson Shoe Co. Ltd. (WHOLESALE AND RETAIL). Boots and Shoes, Rubber Boots, Etc. We are the largest exclusive dealers in Boots and Shoes in the province, and carry complete stocks of every description of Boots and Shoes, Hosiery, Rubber Boots, etc. etc. in each of our five large stores. Miners' Footwear a Specialty. Letter promptly and carefully filled. Write for Catalogue to orders. The Paterson Shoe Co. Ltd. VICTORIA, B. C. Branch Stores: Vancouver, B.C.; Nanaimo, B.C.

OIL CLOTH TABLE OIL CLOTH SHELF OIL CLOTH FLOOR OIL CLOTH New Goods! New Patterns! Lowest Prices J. PIERCY & CO., Wholesale Dry Goods VICTORIA

THE Tye Copper Co., Ltd. Purchasers and Smelters of Copper, Gold and Silver Ores. Smelting Works at LADYSMITH, VANCOUVER ISLAND, B. C. Convenient to E. & N. Ry. or the sea. CLERMONT LIVINGSTON, THOS. KIDDIE General Manager Smelter Manager

OUR Seidlitz Powders Relieve You of That Tired Feeling TRY ONE BEFORE BREAKFAST. CHEMIST, 98 Government St., Near Yates St. 'Phones 425 and 450. NOTICE. Take notice that I intend making application to the Chief Commissioner of Lands and Works for permission to carry away timber from the following lands situated on the North Thompson River: Commencing on the east bank of the river at the upper end of the same, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to post of commencement. Also commencing on the west bank of the river a short distance from the trail at Dor's Meadows, thence north 160 chains, thence west 40 chains, thence south 160 chains, thence east 40 chains to post of commencement. H. O. STEVENS. Victoria, Jan. 4th, 1904.

CERTIFICATE OF IMPROVEMENTS. NOTICE. General French, Little Bobs, Baden Powell, General White, and the Chief Commissioner of Lands and Works for permission to purchase the following land, situate on the Eckstall River, Cassiar District, more particularly described as follows: Commencing at a post marked "Martin Letnes N. E. corner," thence west 30 chains, thence south 40 chains, thence east 30 chains, thence north 40 chains, comprising an island containing 80 acres more or less called Grass Island, situated 8 miles more or less from the junction of the Eckstall River with the main river. H. P. O'FARRELL. November 19th, 1903. MARTIN LETNES.

READY TO MEET COLOMBIANS. News Anxiously Awaited, As It Is Believed Force Is Marching on Isthmus. New York, Jan. 15.—Authentic information from the frontier is anxiously awaited here, as the belief is widespread, namely a Panama correspondent, that the Colombians have already started to march upon the Isthmus. The Panama troops are ready to leave on a moment's notice. The conscription has been completed, and 12,000 fighting men can be placed in the field. There is great haste in the army in preparation for the shipment of rifles and ammunition to the Indians of the interior, who have agreed to join against the Colombians. Colonel Barretto, of the Panama army, said: "We, who were Colombians until yesterday, cannot be deceived by any tactics the Colombians may employ. We are deeply grateful for the aid the Americans have given us, especially as we are now prepared to fight our own battles on land with the utmost confidence of victory. Four hundred to five hundred men, stationed in the only three passes available, can defeat an army. We have all the men we actually need, for the fighting will be done in the mountains. We expect to repel the invaders without calling out all the available troops. The Indians will certainly fight on our side. The San Blas Indians are Colombian allies, and will not fight at all." Many light cases of fever are reported to already exist in the camps of the United States marines, especially among those who have been scouting along the trails. There is some yellow fever in Panama now, but none has appeared in the camps.

AUTOMOBILIST'S DEATH. New York, Jan. 14.—A dispatch to the American from Los Angeles, Cal., says: "O. S. Caldwell, a wealthy resident of this city, was found yesterday dead in the ruins of his big automobile touring car, which was a lonely ruin near the city. Mr. Caldwell had been cremated in the machine, which had been wrecked by an explosion and had overturned, plunging him beneath it, and then it caught fire. Mr. Caldwell is a relative of Wm. F. Case, of New York city, and the late Howard E. Case, Auburn, N. Y. Howard E. Case was a member of one of the wealthiest families of that city. He died suddenly in Lancaster, England, in July, 1901, while on a coaching tour of the Lake district."

OILER SAYS Declares It Was Deadlight

From Tuesday's Daily. Seattle, Jan. 19.—J. Atkinson aboard the Clallam, proved to be a national witness to-day in the Clallam inquiry. His testimony was contrary to that of the witnesses yesterday in an apparent effort to clear Capt. Roberts, attempted to lay the blame on Chief Engineer Delaney. It was also clear that Inspectors Turner and ney, who are conducting the inquiry, made every possible effort to break Atkinson's testimony after he had made the damaging statements against the boat that he did. Several witnesses preceded Atkinson on the stand. E. W. Heath, who built the Clallam when a good boat she was. Capt. Gibbs, agent and surveyor for Sanisco underwriters, said he had examined the Clallam and thought she remarkably good boat. J. T. Hedford of the fine machinery aboard its installation. Quartermaster was recalled, and said a distress and colored lights were shown. At variance with the published statements made by other survivors. Finally Atkinson was called, making a general statement, he said he heard the chief engineer notify the captain at 1:15 that the Clallam was in danger and to come around before wind.

"What was the answer?" he was asked. "I don't know," responded he, "know the ship could not be turned cause the rudder was out of order." "How do you know the rudder was out of order?" "Because I repaired it before. The rudder was split and tiller would slip." "Was it out of order that day to your personal knowledge?" "Yes, sir."

Continuing, Atkinson told of the light being broken so that it was close. He said it had never been all the time he was aboard. He also stated that on September 9th, during further cross-examination, told of three specific times when the chief engineer notified the captain that the Clallam was in danger.

As days pass without the recovery of more bodies from the Clallam were a gloom and the awful trophies lingers in Victoria. Every body has been put forth to bring forth the harvest of death claimed in the memorable disaster, but searchers have been unsuccessful in their work the past two days, and steamers hunted in vain every tide rip and shore line where it is thought a might boat. Friends of lost ones, however, determined that there shall be no shaming the work, and in the advance columns of the press may now be notices offering rewards to those recovering bodies. C. H. Dickie, of Duquesne \$150 for the recovery of Lemora Richards, of Port Town while another reward will be paid bank of Montreal to the one recovered the body of any Victorian lost.

George Rose, of San Francisco, of the few men who have had the experience of living to read their obituary notices. He was in Port Townsend, and posed visiting Victoria and Vancouver. He went to the office of the for the ill-fated Clallam, looked up and secured a berth. The hour for departure arrived there was still one man with whom he thought he might do business. He had not seen, so, when he got to a where he could see the wharf at the Clallam was tied up, he was quagmire whether he should or not; wait over another day. The water looked rough, so he decided to remain over and let the moon had paid for his berth go by. The next he heard of the Clallam was that she was wrecked. He saw his name among the list of the missing having been copied, as a matter course, from the purser's berthing list. The funeral of the late Miss Harris, the one the Clallam's victims who remains were shipped home Victoria, took place in Spokane on day from All Saints' Cathedral, an

business military officer of the United States army, a major-general, and here to be in a position to by military operations that the Japanese might undertake. The Korean army has 2,500 men under arms

POSTAGE PAID \$1.00 PER YEAR CANADA, U.S.