

She Arrived at Honolulu on the First, After a Rough Experience.

IS

SAFE

erly.

Thought the Strathnevis Had Gone Down, and Therefore Continued Her Trip.

- Yes Got Dangerously Close to the **Rocks Around Destruction** Island.

The Canadian-Australian line steamlight. ship Miowera, for which fears were entertained on account of her sudden disappearance from the Strathnevis off Destruction Island on December 23rd, arrived at Honolulu on the 1st instant. This welcome news was brought by the Warrimoo, of the same line, which arrived here at 3 o'clock this morning from Sydney and Suva via Honolulu. As was thought by many here, Captain Stott of the Miowera, when the hawsers rudder post, and shipping heavy water lict that we would stand by until mornparted, was of the opinion that the Strathnevis had gone down, just as also down the engine room skylights, Captain Pattie thought the Miowera which were stove in, causing consider- her in sight, and this morning the work had been wrecked. Both, however, able other damage. came out all right, and now that it is all over, those who went through the dreadful experience are wondering how both vessels could have been so tortunate as to survive the fearful storm Here is Captain Stott's account of his trip and experience with the Strath-R. M. S. Miowera, en route to Honolu-

lu. Dec. 27, 1895. I left your port on Monday, 16th of December at 6:18 p.m., and it is my

painful duty to advise you of the disastrous results of my endeavors to bring the steamer Strathnevis to your port. I thus beg to advise you of the following summary of events since sighting that steamer on Wednesday, 18th December, at S:45 a.m. In lat. 42.59 north, longitude 132.21

west, about 450 miles from Cape Flattery, we sighted a steamer flying distress signals, viz.: Ensign reversed at the main, and the flags N C at the foremasthead, "In distress want assistance;" amidships, K R L, "Will you take us in tow?" We replied, "What is the matter?" The other steamer answered, "I have broken my shaft, heave to, I will send a boat." The steamer was the Strathnevis of Glasgow.

At 9:35 a.m. the boat came alongside of the Miowera with D. Robertson, the chief officer of the Strathnevis, in charge, who reported that in a heavy in latitude 49.14, longitude 164.27 west, tube, causing loss of box and propeller.

the 22nd of December when we had thick weather, blowing fresh southwest-At 4 p.m. the same increasing rapidly and glass falling rapidly, and being about 50 miles S. W. of Cape Flattery, we hauled the ship round to the southwest, head to sea, purposing to keep that way until the weather cleared and modified, going dead slow. Wind and sea rapidly increased, until about midnight. It was blowing a fierce gale and tremendous sea, and at 1 a.m. on 23rd December the manilla hawser parted; half an hour later the steel wire parted. It was blowing such a fierce gale that it was impossible for us to do anything, the sea being so heavy that the Strathnevis at times would be engulfed nearly out of sight, and other times towering above us. It was noticed that the Strathnevis rolled so heavily that the green side light at times was to the Orient, there is enterprise enough nearly perpendicular with the port red at the back of this line to make it equal We kept well in sight of her to anything afloat. I will keep you lights until 4 a.m., bearing east half posted on our progress as often as I south, when suddenly they were lost to can get a chance to write. Love to view, and from the tremendous sea run- all.

ning, we fear that she may have found-Owing to the very heavy cross sea that was running we had, for our own safe-ty, at 5:30 a.m., to head the Miowera with head to sea, southwest, and go forts to pass a tow line to the Strath-dead slow, as we found from the force nevis. When darkness came on the of the cross seas hitting our stern that work had to be abandoned, and our capwe were endangering our rudder and tain sent up signals to inform the dereon board, flooding the stokehold, and The rise and fall of the steamer in the sea is still heavy and it was only about sea was so great that she buried her stern six feet under water, but notwithstanding all the above, and at risk to ourselves in this ship, we held on to the of work the cable from the Strathnevis Strathnevis to the very last, until the came in sight, and just as we were all

After daylight we ran in towards the land before the gale to within about 19 miles westward of Destruction Island. to sight the Strathnevis if she had survived the night. It was our intention when not seeing her, to search the coast southward and then northward, but at 1 p.m. about the above position, on the

hawsers parted, and we could do no

edge of the bank of soundings such a tremendous sea was found, rising precipitously like a wall and followed quickly by others, that for the Miowera's safety an opportunity had to be watched to bring the ship round to the westward and get off such a dangerous position on a lee shore. Thus about this time the way she would lay to work off the land. I may mention that for the last two With the ordinary gale that one would expect, we are sure we could have saved

Yours faithfully

steamer was headed southwest, the only der hatches; but others who know the days oil had to be used continuously fore ing, or playing "fan tan," awaiting and aft to help to smooth the water. death or deliverance as fate may send this vessel and her people, but with this right or not in taking upon himself the fierce and unusual gale, and under the responsibility in delaying Her Majesty's above circumstances in which we were mails and involving the Miowera's ownnorthwest gale on the 20th of October, placed, although we had done our very ers in damages for breach of contract. utmost, it was with great reluctance | On the other hand there are 204 souls, about 1622 miles from Victoria, B. C., and deep sorrow that we had to recog- a new vessel and cargo drifting rapidly the shaft broke outside of the stern nize on the evening of the 23rd the im- on a lee shore to their inevitable depossibility of being able to render any struction within four days. The pass-

of port cable chains, with wind fresh northwest and high irregular sea. All went well until the afternoon of the 22nd of December when we had a vessel cast away at sea that has not alley-way between the staterooms. Our been in sight of land for 61 days. We trunks were chasing each other round are back into cold weather; and the cur stateroom, but I jumped from my bassengers, especially the Australians. feel that worse than anything else. The vesse! is comfortable. The only thing we miss is a properly heated saloon. The ladies suffer more than the men in that respect, for the smoking room has a steam register in it. We are well fed and otherwise well cared for. Of course we have not got the elegance of the Atlantic liners or the great P. & O. and Oriental lines; but we have all the eswaters. sentials for comfort. As a pioneer, line it is away ahead of any other, at the same stage of its existence, that now runs to Australia, and when it is once established as a safe and reliable passenger route so as to command the bulk of the passenger traffic from Liverpool Dec. 20, 1895. We are still drifting and are now

about 200 miles from land, a little south of the Columbia river. All day yesterday was spent in ineffectual efing. All night the Miowera was run- and will after an hour work our way ning after the drifting vessel, keeping of passing a line was resumed. The noon that we succeeded in picking up a buoy thrown over from the Strathnow, we could not take her crew off, the nevis with a line attached. After hours sea is so wild.

congratulating ourselves upon succeeding, snap went the line and away went the cable, and we were just in the position we were 36 hours ago. The anxiety of Captain Stott and his officers can be imagined. As a last resourse a crew of six picked men, in charge of the chief mate (all with life belts strapped around them) a powerful man, were lowered in a small boat under the lee of the Miowera and they managed to secure, small line thrown over to them by the Strathnevis. By means of it we have at length passed the wire cable, and after 42 hours of delay, just as night is falling, we are under way again with the Strathnevis following in our wake. I do not see any Chinamen on her deck. Some think that they are battened un-Chinese character best allege that they are below of their own free will, sleepit. Captain Stott's course may be challenged as to whether he has done

berth and secured them from possible damage by piling them in behind a coal chute. At daylight we passed a threemasted schooner scudding before the wind under bare poles-a small topsail to give her steerage way being the only canvas she carried. She is in a very dangerous position if the wind does not drop. This is the worst weather the Micwera has ever experienced in these We have had breakfast and the day is clearing, and I hear that we are going to make another search for the missing steamer. I have got back w my seat, having been shot under my Hawaiian Authorities : Get Hold berth by a terrible lurch of the vessel. By the noise in the cook's galley 1 fancy that there has been a grand smash-up of the crockery. The all-ab sorbing topic of conversation amongs the passengers is the possibility of catching up with the Strathnevis and taking | Captain, Crew and One of the Manoff the passengers and crew before she goes on the rocks-which is, to say the least, a very forlorn hope unless the wind and sea go down, for no small boat could possibly approach one of these steamers without being smashed to splinters against the hull. Some Opium That Made a Previous All forenoon there has been one con-

tinuous succession of heavy squalls accompanied by rains and sometimes snow We are now steaming out to sea again. up the coast towards Cape Flattery The captain and officers have abandoned all hope that the missing vessel is still afloat, or if afloat that she can be sav- brought another story that is of interest ed. Even should we come across her

Tuesday Morning .- It was some time after we had altered our course yester- port by Hawaiian officials, and the arrest day before I knew the reason why we and conviction of Capt. W. B. Anderson are now on our course for Honolulu in- and his crew on a charge of smuggling. stead of Victoria. When the captain set the vessel's course for Cape Flattery he was met with such tremendous seas that there was danger of the Miowera on November 7th. Everybody here going under. Tons of water washed over knew, or at least suspected the real sky-lights down into the engine room, was going was kept pretty quiet for where the fires were in danger of being extinguished. In addition to that the was no alternative but to head the Mio- waiian authorities were ready for her age. wera out to sea again under slow steam, which was done accordingly when the first opportunity to change her course kua on Sunday, December 22. She was safely occurred. It was an immediate sighted, near the coast, from Waianae relief to the vessel. The horrible racing about 11 o'clock Saturday morning. driving in the teeth of a wind that whip ped the tops off the waves and drove them against the upper deck with a reise like thunder. I remained in the place. On the way he came up with one smcking room until 9:30 p.m., fearing | to risk the trip to the saloon door. Finally I ventured, and as I turned the cor-

man was arrested and taken to Wainer of the saloon a blast of wind caught me that lifted me clean off my feet, and was hurling me bodily out against the tor McStocker was com bulwarks when, throwing out my hand, I gripped the rail of the bridge stairs and was saved from broken ribs, or being possibly carried overboard The Srathnevis sent up a rocket after we parted from her, which was the last seen of her, about 4 a.m. Many of the passengers believed that she foundered before daylight. Now that we come to think of it soberly, if Captain Stott erred at all in judgment it was in standing by the drifting vessel so long. Had ing what the drugs were. Captain Sananything happened to our steering gear, ders went down to examine and returnmorrow night, and will land in Victoria or had the propeller been injured in its ed with the report that the cargo was mad racing, our own doom was sealed as well as that of the Strathnevis. Even under slow seam there was danger, and it was only when the captain saw no abatement in the gale, and that further assistance was not within the power of man to render, he reluctantly headed the Miowera for Honolulu.



of the Schooner and

Her Cargo.

agers Arrested, Fined and

Sent to Jail.

Trip to the Little Island

Republic.

when she put in an appearance at Ma

office, Capt. W. B. Anderson was merly on the schooner Eppinger; Wheeler, themate, was on the Li C. E. Gale and the Chinaman were he Umbrina; J. H. Brown was on Viva, and Michael Connell was on Agnes Macdonald. George Wade, w name is not on the articles, is an hand at the business. He was to sentenced to McNeill's Island for gling on the Sound, the last time h ing jail and crossing the straits small boat. He used to operate prin pally on the steamers.

## WARRIMOO'S TRIP.

Release of the Rest of the Politi Prisoners in Hawaii. A rather uneventful trip was

nleted at 3 o'clock this morning by Canadian-Australian line stean Warrimoo. Here is the purser's count of the trip.

Besides the safe arrival at Honolulu The R. M. S. Warrimoo, C. E. Bi of the steamer Miowera, the Warrimoo R. N. R., commander, left Sydney 2:30 p.m. on the 1Sth ultimo, arriv at Suva at 6 a.m. on the 25th. Ex to Victorians and of very great interest enced strong northeast winds and to at least a few. It is the news of the head seas until 23rd, thence to seizure of the schooner Henrietta of this variable winds and fine weather. Suva on the 25th at 7:30 p.m., ge clear of the group at 11 a.m. next Passed and spoke R. M. S. Mic at 10 a.m., 2nd January; arrived The Henrietta cleared from Victoria Honolulu at 3 p.m. on the 2nd. for La Paz, Mexico, on a "trading trip" Suva had fresh southeast winds degrees south, thence ;very unse weather and confused sea with low the decks, going through the broken object of her mission, but just where she Honclulu. Left Honclulu at 9:30 on the second, reached Tatoosh I. some time, and the cusoms officials along at 10 p.m. on the 9th, arriving in vessel was making such leeway that, the California coast were kept on pins toria at 3 a.m. on the 10th. Exp even though she weathered the gale, and needles. Towards the end of No- enced strong south est winds and there was every danger of running her vember, however, it leaked out where On the 1st of Jan try, in 16.30 north on the rocks at Cape Flattery. There she was going, and consequently the Ha- 160.40 west, passed portion of wree

> The passengers were Mr. and Mr. Rodgers, James Wakefield, J. C. Con and 18 second cabin.\* The Warrimoo brought about 167

tons measurement of freight, most of the propeller ceased, though we were Deputy Sheriff Sheldon sent a man over wool, also including 130 tons of suga on horseback to find out what she was,

On New Year's morning there we and soon afterwards left himself for the eleased from Oahu prison, Hawaii, eight remaining political prisoners, C. E. Gaile. After some questioning the lick, Seward and Bowler, with Wilco Wise and three other natives. Lette to the executive from each of the m Sheldon then "worked" his man and earnestly expressed a sense of their succeeded in getting a confession from ror, and premised loyal support of him. In the meantime Deputy Collec- government. General satisfaction

While it hasts, it the Bowell. u m msirati vill the Latest Form Administration French Wi Ottawa, Jan. 14.and Tupper, senior, ha ence this forenoon arr ernment's programme. ernment is to be cal Tupper administration. ters are expected to when the house meets. The French Canadian over the dropping of per, who framed the the proposed dropping Bowell at an early may be that there will by the French ministe Ottawa, Jan. patch)-While there slip between the lip," as the events of have amply proven, th the wall to-day is that has capitulated, and l isters have come out victorious.

VOL. 12.

All the "Bolters" Exce

per, Having Best

Man, Ret

It is stated with a c of positiveness that per has consented to Sir Mackenzie Bowell until after the session orable gentlemen who to the fold, except Si Tupper, who retires

Premier Bowell, find

his father.

Thus the steamer had been drifting about helplessly for 59 days. He also and her people, even if she still survived stated that he had been commissioned by the captain to ask the Miowera to we thus had to abandon all hopes. tow him to any port, no matter where, as long as his vessel was taken to a safe place. Royal Roads, Victoria, B. C., was ultimately decided upon. I advised him to tell his captain that we would assist him to the best of our ability in every way which he deemed best, and to let him know at any time how we could best serve him. I also asked him if there was anything we had on board here that he was in need of; he said we might supply him with some

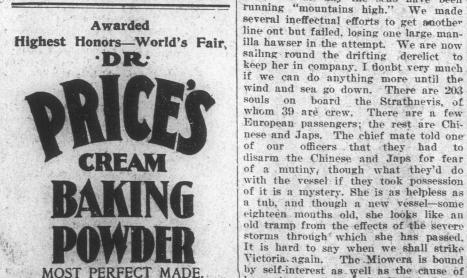
beef, rice, tea and tobacco. During the time he was taking these off to his ship, we lowered a boat and sent a line to the Strathnevis for his wire hawser, which was shackled on to his starboard cable, and after getting about 40 fathoms of cable chain, we shaped a course for Cape Flattery about 12:30 p.m.

sistance. All went well until 12:25 a.m. the following morning, when the steel hawser parted in a moderate west northwest gale and nasty sea, towards daylight ing of the saloon passengers, and exblowing a fresh gale with high sea. Esplained to them the desperate condition tablished communication by means of floating boats, breaker and life buoy to Strathnevis, but owing to the heavy sea, we were unable to get the tow line self on board that day.

opinion. The passengers were from Eng-The following day, 20th December, land, Australia, United States and Canwe again got communication by means ada, and to a man they declared that 't of floats, but before the wire hawsers could be got on board, as the Strathwas the plain duty of the captain to do nevis drifted so much faster than the his best to rescue the distressed steamer. Mr. Holland, of Ottawa, a passenger Miowera, the weight of the two ships on the Miowera, furnished the following came on the hauling lines and again carried them away." account of their experience; the account being in the form of a letter to a friend:

About 2 p.m. we manned one of our boats with a volunteer crew (protected with life belts) who ran a line to the Strathnevis, by means of which we ultimately secured the steel hawser, and about 3:30 p.m. towing was commenced as slowly as possible, but before we had had picked up the missing steamer the weight of the ship, the splice on the Strathnevis after she had been floating Strathnevis drew out and she was again round between here and Japan for sixty adrift could get her in tow, and then heavy





A pure Grape Cream of Tartar Powder. Free Ammonia, Alum or any other adulterant 40 YEARS THE STANDARD.

further assistance to the Strathnevis engers all back him up in the course he has taken, though it involves loss and the dangers of the previous night, and inconvenience to them all. For my part I do not think there is a civilized com-I enclose copy of a letter sent to me munity in the world that would not enby line floated from the captain of the dorse the captain's action. If he takes Strathnevis. the vessel in safety it will be one of I have thus taken the first opportunity to forward to you the particulars of the enclosed, and on my return to Victoria

North Pacific Ocean,

sure

Somewhere about 300 miles south

west of Victoria, Dec. 19, 1895.

We are having an adventure

encugh. I wrote you yesterday that we

days. It took several hours before we

weather set in-rain, fog and wind.

However, we had the wind and current

mingly until after midnight, when the

wera had to lie to until daylight. In

gale, and all day the seas have been

several ineffectual efforts to get another

line out but failed, losing one large man-

sailing round the drifting derelict to

if we can do anything more until the

wind and sea go down. There are 203

souls on board the Strathnevis, of

whom 39 are crew. There are a few

European passengers; the rest are Chi-

nese and Japs. The chief mate told one

of our officers that they had to

of it is a mystery. She is as helpless as

a tub, and though a new vessel-some

old tramp from the effects of the severe

It is hard to say when we shall strike

storms through which she has passed.

in our favor, and everything went swim-

the most unprecedented events of the kind in the history of navigation on the Pacific, and will be a big advertisement for the Canadian-Australian line, I shall be be very glad to give you any think we will pass Cape Flattery tofurther information you may desire. on Sunday. JAMES STOTT, 5 p.m., 20th. Master R. M. S. Miowera.

Our cable parted again half an hour P. S.-I beg to mention that after the after we had started and everybod; hawser parted, we kept in the supposed was in despair. Fortunately, as the sun vicinity of the Strathnevis to the best of leclined, the wind and sea went down. our knowledge, for fifteen hours, in hope A boat was lowered, and before it bethat we might sight her and the gain came too dark to see we had a ten-inch moderate. Up to that time there was no manilla hawser and another wire cable abatement, and even if it had been posfast to the tow. We are now steaming sible to have sighted her, we would have along at a rate of about seven knots pe been totally unable to render any ashour, and if we do not strike a gale off

Cape Flattery (the entrance to the Straits of Fuca) we shall reach Victoria Before deciding to tow the Strathnevis | by Sunday evening. I can imagine the into port. Captain Sto't called a meet-

disappointment of the several tugs and steamers that are out north looking for the missing vessel when they return of the Strathnevis, helpless and drifting and find her safe in port. I learn that on a lee shore, sure to go on the rocks we were 320 miles from Victoria when inside of a week if she was left to her- we made our last start. A track chart He asked for an expression of our steamer for the last forty-eight hours looks something like a chain with turns and twists. Everything is now running smoothly and I am going to bod.

Sunday night, Dec. 21, 1895. We were anticipating a safe arriva! in port this evening, but our hopes have been blasted by a heavy gale, with rain. that is making the vessel roll and pitch in a way that renders it exceedingly difficult to keep one's seat and write Captain Stott has changed our course and we are now steaming out to sea, off Cape Flattery, in the teeth of a gale. His object is to get as far away from land as possible for fear of our hawsers ants and willow grouse be the same, breaking. Were they to snap now nothing could prevent the Strathnevis ber 31, and that their sale be prohibited. from going on the rocks before she could The repeal of the clause prohibiting the be picked up again. If this gale continues it is hard to say how long we may have to beat off this coast before we can attempt to enter the Straits of lawful to shoot game birds during the Fuca. The passengers are taking the affair as philisophically as possible. For my part I am now going to bed. If further recommends that the heads of the ship founders in the gale I might as panthers upon which the bounty is well be drowned comfortably in my bunk as anywhere else Monday morning, Dec. 22, 1895.

Thirty miles from a lee shore, a rock bound coast, and parted from our tow. The Strathnevis and her passengers and These amendments will be presented to crew are doomed When I closed my the provincial legislature, which meets letter last night I went on deck to have on the 23rd inst. look at the weather. It was like peering into a dark cellar. The sky was ink black, the rain pouring in torrents, and the wind and sea rising. The lights of the Strathnevis showed dimly a cable length astern, sometimes tower ng away above us, and sometimes away below, and I turned in feeling that there was disaster ahead. Between midnight and 1 a.m. the wind was blowing a gale, and the ten-inch manilla eighteen months old, she looks like an hawser snapped like a thread. We still held our tow with the six-inch wire cable, but inside of half an hour a great sea hit the Strathnevis, the cable part-Victoria again. The Miowera is bound ed. and in almost as short a time as it

by self-interest as well as the cause of humanity to stick to the distressed vessel until she is safe in port. It will A shudder went through the officers and take us a couple of days to recoal and crew. They felt it was a hopeless case. provision this ship, and our trip to Syd- In the meantime we lay to all night, I PROTECT THE GAME.

The Fish and Game Association Saggest Amendments

The Vancouver Island Fish and Game Protection Association met in the Driard hotel yesterday afternoon and discussed several proposed amendments to the existing game laws. Captain Clive Phillips-Wolley was in the chair and a large number of members were present. 'The ing ones, however, contend that it was provincial constables be appointed in all districts, and that they be vested customs officials were in with the ring, with authority to follow and search iny and if the police had not taken up the one suspected of being illegally in pos- case a seizure would never have been session of game, whether on private or made. The story of the travels of this on public property. The association opium is rather interesting. Last spring also recommends the imposition of a a schooner cleared from the Skeena small gun license fee, licenses to be is- river, and among her cargo were 600 sued only to those who are old enough to properly understand the use of firearms. The association will ask that manufacture. the open season for blue grouse, deer and duck be made the same, opening Aug 20, and closing January 1. They suggest that the season for quail, pheasshooting of birds between sunset and sunrise is advocated, and in lieu thereopen season at any time except when they are on the roost." The association claimed shall be marked by slitting the ears, and the heads returned to the owners; also that no deer shall be exposed for sale without their heads, so that the sex may easily be determined.

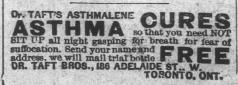
Rheumatism Runs Riot.

When there is a lactic acid in the blood." Liniments and lotions will be of no permanent benefit. A cure can be accomp ed only by neutralizing this acid and for this purpose Hood's Sarsaparilla is the best medicine because Hood's Sarsaparilla is the only blood purifier prominently in the public eye.

crew.

erion who got eighteen months

HOOD'S PILLS act easily, yet promptly and effectively, on the liver and bowels.



with expressed at the regult and had a tug fitted out. At 7:30 she The Gazette company have destroy left Honolulu, taking Marshal Brown their issue of the December number with six policemen, McStocker, Sanders, Julian D. Haynes' Hawailan Magazin Captain Hilbus and six of a crew because it was "immoral and indecent The schooner was sighted about 2:30

and Marshal Brown and his native po--The best anodyne and expector: lice boarded her. McStocker came later for the cure of colds. coughs, and and asked for the ship's papers. The throat, lung and bronchial troubles. captain showed an outward entry from undoubtedly Ayer's Cherry Pector Victoria for La Paz, Mexico, for so the only specific for colds and cough admitted on exhibition at the Chicag many boxes of drugs, but denied know-World's Fair.

## THE PRIZES AWARDED.

opium and there were 1,740 tins of it. The men arrested gave their names as The final awards in the literary co W. P. Anderson, captain of the vessel, petition offered by the Dr. William a Norwegian; C. E. Gaile, boss of the Medicine Company, of Brockville, Ont expedition, American; Mike Connell, H. have just been announced. The W. Wheeler and J. H. Brown, all young cision as to the order of merit of men, Americans; Ho Wai, a Chinaman five stories selected was left to a ve Deputy Sheriff Sheldon got the whole of the readers, and that great interstory out of Gaile before the schooner was taken in the matter is shown was seized. Captain Anderson and the fact that 16,728 votes were rec

Gaile were sentenced to eighteen months ed. "A Night on Crookback," by D in jail with hard labor and a fine of \$500 (Mrs. R. S. Smellie, Toronto), rece each. The other members of the crew 4655 votes, the largest number cast. were each sentenced to three months and awarded first prize. "The Lady fined \$500. Beauce," by Othmas (Thomas Sm This is the second time this same Ottawa.) comes second with 4403 vot

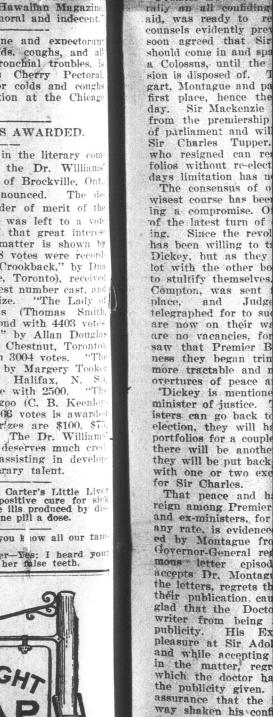
opium has been in the hands of the Ha- "The Fall of York," by Allan Doug waiian officials, and there is conse-Brodie (T. Herbert Chestnut, Toron quently some wonder that Capt. Ander takes the third with 3004 votes. son was not more cautious. The know-House of Eulalie," by Margery 7 association decided to recommend that a mistake that the schooner was molest- has the fourth place with 2500. (Mrs. C. F. Fraser, Halifax, ed. It has been openly stated that the New Eden," by Iagoo (C. B. Keenl side, Brantford), 2106 votes is awarde 5th prize. The prizes are \$100, \$7 \$60. \$40 and \$25. Medicine Company deserves much cre it for so liberally assisting in develo ing a Canadian literary talent. pounds of the best Hong Kong opium, Why don't you try Carter's Little Liv Pills? They are a positive cure for si headache, and all the ills produced by d ordered liver. Only one pill a dose. and 1,400 pounds of San Francisco The opium was cached

outside Honolulu harbor, and in an attempt to land it in a small boat Jim tempt to land it in a small boat Jim Hsrvey and his pal were drowned. The stuff fell into the hands of the Hawaiian authorities and it is a small boat Jim Big plate was stolen? Miss Knicker Bocker-Wes; I heard your grandmother lost all her false teeth. Harvey and his pal were drowned. The authorities, and it being prohibited on the islands Deputy Collector McSctoc-



office, but there seems to be some mis For every 12 'Sunlight'' Wrappers sent to the Canadian Head Office, 23 Scott street, Torontc, Lever Bros., Ltd., will send postpaid a iseful paper-bound book, 160 osces take about the fifth man, who, it is understood, went down as a "passenger." send postpaid a useful paper-bound be 160 pages. C. R. KING, Victoria, agent for B. C. The Hawaiian papers state that this man is C. E. Gaile, but he evidently

assumed the name of one of the crew, as it is known that George Wade, well known in this city, went down as man-Consumption. ager of the undertaking, and a private Valuable treatise and two bottles of medicine sent Freest any Sufferer. Give Express and Post Office address. The SLOCUM CHEMICAL CO., Ltd., Toronto, Ont. dispatch says it was he and Capt. And-



## THE HAPPY

tague.

Later-Ottawa, Jan not yet re-constr ise met to-day Sir that the premier had cabinet, and, therefore an adjournment unt Clarke Wallace made ing that Haggart trying to ruin him. thuoght the writing Montague. Mr. Hay Wallace that Sir Ad have to be driven ment.

Ottawa, Jan. 13.-8

cll authorizes a stat Canada's position in

bitration of the Bel

claims, that Canad

terms of the treaty