Disaster Is Great

Reported Loss of Nine Ships Swept From Their Moorings in Clallam Bay.

Steveston Submerged and Dykes on the Lower Fraser Destroyed.

Great Damage to Canneries and Other Property—Many Ships Aground.

Seattle, Dec. 28.—The grimmest story of marine disaster in all the history of the North Pacific is expected by local marine men from Clallam bay today. The fate of nine vessels, caught by the Christmas storm in that body of water, which lies like a trap right in the path of southwest gales, is not known. Old mariners fear that one or all may be lost. Sound tugs went on the lookout for these craft yesterday. Some of these tugs are expected in port today. Their advent is being awaited with anxiety. These vessels are:

WILLIAM H. MACY (American ship.)

BANGALORE (American ship.)

OWEENEE (British ship.)

IVEMA (British ship.)

KATIE FLICKINGER. (American barkentine.)

CARLTON (American bark.)

Three American schooners, names unknown.

All these vessels were at anchor in Clallam bay Christmas day. None of them were known to have left before the closing down of night on the waters. Any of their number caught in the bay during the storm could not have escaped. This is the opinion of marine men well versed in the winds of the straits.

Clallam bay, with the rocks of Vancouver island opposite it, and to its rear the canyons of the Olympics so lying that they carry the blasts of a southwest wind direct upon its exposed surface, has long been regarded with fear by mariners during such a storm as that of Christmas day. So placed are the mountain passes behind it that they draw down a southwest gale upon this spot. They concentrate all its blasts upon a few square miles of water. For a vessel to let go anchor in such a wind is to run the risk of fetching up on the rocks of Vancouver island, across the strait. That shore offers no harbor. The lack of seaway in the strait precludes the possibility of beating against the hurricane out into the open ocean.

This was the position of the nine craft Christmas day. Had they time to up-anchor and put to sea, they would have been safe. The storm of Christmas night gave them no such chance. All over the North Pacific coast it burst in its full fury without a preliminary warning. It came in a sudden squall and raged, a full hurricane.

The further fact that this storm came with the night is regarded as another reason for fear. There was little chance for escape in the daytime. With darkness the dangers of the situation thickened.

No report of any member of this fleet has come to port. Whether or not they were all lost will probably not be known before several days. Some news is expected before nightfall.

OTHER DISASTERS.

Several other disasters have come to light with the working of the Townsend wire. The American ships B. F. Packard and Santa Clara, and the British ship Bankburn had a rough experience in Royal Roads. They were lying at anchor when the gale came on them. The Santa Clara dragged out and went on Trial island, above Victoria. There she now lies full of water. The Packard drifted to Brotchie and the Bankburn broke away and has not been heard from. This intelligence was yesterday received by Capt. Libby, of the Puget Sound Tugboat company, in a despatch from Victoria.

The vessels broke adrift at 2 o'clock Thursday morning. The same day the tug Pioneer temporarily lost the schooner William Bowden off Port Townsend. Two hawsers parted and their gear went by the board. Later the Bowden was picked up and towed to her destination at Tacoma.

It will in all probability be many days before the full extent of the storm's damage will be known. Whether or not many vessels were lost and whether lives went with them are questions which it may take some time for the tugs and coasting craft to glean from along the shore of Vancouver island.

DROWNED AT WHATCOM.

New Whateom, Wash., Dec. 28.—The storm of Thursday wrought great damage to property along the waterfront here. J. B. Leonard was drowned while attempting to take a sail boat to Shelton. A large portion of the grade of the Great Northern's new water front cut off south of this city was destroyed by the action of the waves.

STEVESTON INUNDATED.

Great Destruction of Property in the Fraser Delta.

Vancouver, Dec. 28.—(Special Correspondence.)—The town of Steveston is under water on the North Arm, the Alliance and Labrador canneries are said to be totally destroyed. The Cleeve Cannery company's fishing station is carried away. Damage to dykes and roads is enormous, aggregating hundreds of thousands.

The latest report of the condition of the Victoria cable is that it will not be in working order until next week. News of the great destruction wrought by the storm continues to come in. Sea and Lulu island are partially flooded while the high moving waters overcame the dykes in places, at Ladner's little damage was done, however.

Just before the sailing of the steamer Charmer, Mr. R. Burdis received word that Sea island and Lulu island are four feet under water, that the dykes have been partly washed away; that the Alliance cannery is wrecked and other canneries have sustained serious damage. A house with six Japanese in it was washed away. The Japanese narrowly escaped with their lives. Another sensational report was received, but owing to the news not being confirmed it was not given out.

Mr. Grove, of Brockton Point light house, in speaking of the violence of the storm, stated that he had to sweep off the light house glasses from salt and dirt before washing them. That the tide was unusually high and the wind was the strongest in 13 years, the waves and spray reaching a height of 40 feet. When the storm was at its height a tree 40 feet long, which had been torn up by the roots, was lifted up by the wind and borne over the lighthouse into the water. Next morning 51 big firs between the lighthouse and Prospect point had been lifted out by the roots or levelled to the ground.

The storm did the heaviest damage in English bay. The foundations of several cottages have been washed away. The Simpson bath houses have been wrecked, and the boat houses demolished on the left of the baths facing the sea.

English bay cannery, Greer's beach, was partly wrecked and a large quantity of salmon scattered along the beach. All next day cases of salmon were being carted away. Among this salmon, however, were many cases bearing the brand of Alaska canneries which must have come from some ship in distress. These cases had not been in the water long as the wood was scarcely soaked through.

The damage to city property in Stanley park is estimated at $1,000. The damage to telegraph and telephone wires about $50,000. The total aggregate damage is thought to have been fully $75,000.

Small shipping suffered very much and in some places along the foreshore the contour of the shore line has been changed. The road leading to the water works line, up the Capilano, is barricaded with fallen trees. Plate glass and window panes were smashed all over the city and fences and sheds are down in every direction.

ESTIMATES OF DAMAGES.

Vancouver, Dec. 28.—(Special Correspondence)—The Colonist correspondent was in direct telephonic communication with Steveston and Eburn this morning. The total loss at Steveston is said to be about $50,000. The Albion Island cannery appears to have suffered the most. All their cabins, used by Japanese, whites and Indians, have been washed away. Much of the salmon stored in the cannery has been soaked with water and much damage has been done by the displacing of tiles. The Scottish-Canadian suffered about $3,000 loss. The corner was knocked off the Colonial by a runaway scow. All the canneries on the river suffered to a greater or less extent, but none sustained a very heavy loss.

The dykes are all gone.

At the Cleeve's camp 10 Japanese are said to have been drowned in the flood. They were missing and could not be accounted for. This morning, however, it was rumored that the missing men had turned up. The rumor has not been confirmed.

From Eburn it was learned that at Terra Nova the loss was estimated at $25,000. The canneries suffering the worst on the islands were the Labrador, said to be almost totally demolished; tht Albion, the Scottish-Canadian and the Colonial, as well as the Cleeve cannery station. The loss to the canneries has not been estimated. The loss estimated by the destruction of the dykes is $50,000, and the total loss to dykes, ruined crops and canneries has been roughly computed at $150,000, bringing the total sum up to $200,000 damages along the river as far as has been ascentained, but it is feared that much more damage has been done elsewhere that has not yet been reported.

THE BROKEN CABLE.

The latest report from the C. P. R. Telegraph company is that the cable broken by the steamship Aorangi will not be ready for business for several days yet. It transpires that when the Aorangi's anchor fouled the cable, that the steamship was so rapidly drifting ashore that almost everyone on board had secured life belts, and at one time the steamship was in imminent danger of being beeched.

DAMAGE AT NANAIMO.

Nanaimo, Dec. 28.—(Special)—About $200 damage was done to the lighthouse at Entrance island by the storm. The boat house and steps were carried away and other damage done.

THEIR FATE IN DOUBT.

The ship Santa Clara is still hard and fast on Trial island, listed over on her port beam, to all appearances a wreck, yesterday's efforts to float her having failed. The four-masted schooner Minnie E. Caine is a total wreck on Smith or Blunt island, and the end is not yet. Yesterday there were rumors of the loss of a fleet of nine ships which were anchored in Clallam bay when the gale blew from the southwest on Christmas night. The Seattle papers publish long accounts of the probable loss of these vessels by their having dragged their anchors during the gale and been blown on to the rocky shores of Vancouver Island, on which coast the great wind was setting with awful force. According to reports received by officers of the steamer Majestic from the office of the Puget Sound Tugboat company at Port Townsend, however, all these vessels are reported safe, although many were more or less damaged as a result of the storm. The steamers Titania, Athenian and Glengarry, which arrived from sea yesterday, brought no news of the disaster. The Titania passed on to Nanaimo, but the Athenian and Glengarry spoke no shipping in distress. The Athenian sighted a drifting red buoy off the Island coast. If there were any ships off the entrance to the straits during the blow of Christmas night, and the Bankburn sighted a four-masted ship on Tuesday last, the chances of safety would be small, for the heavy wind was blowing directly on the Island coast, and when the steamer Queen City returns from her trip to Cape Scott and way ports on Wednesday or Thursday, she will in all probability bring news of distressed or wrecked ships, whose names will be added to the already long list of shipping casualties of the Island coast—a wreck chart of which shows the lost ships of the past years studded thickly along the shore.

The vessels anchored in Clallam bay on the night of the storm were the coal-laden ship William H. Macy, from Tacoma for San Francisco; American ship Bangalore, British ship Owanee, wheat-laden, from Tacoma for Europe, British ship Ivena, wheat-laden from Tacoma; American barkentine Katie Flickinger, American barkentine Carleton and three schooners. If their anchor chains parted or they dragged from the anchorage, as did the trio of ships in the Royal Roads, they would hardly escape being wrecked on the rocky coast of Vancouver Island opposite. As far as could be learned the ships escaped disaster, but further advices are being awaited. Tugs returning to Port Townsend report that the ships all rode out the storm, but many of them had boats smashed, yards carried away and suffered minor injuries.

The Minnie E. Caine, which was lost by the tug Magic during the storm off Discovery island, when bound from Port Townsend to Chemainus, is a total loss on Smith island. She did ont break away from the tug Magic, as was formerly reported. The Magic was off Discovery island when the gale struck the tug and her tow, and drove the four-masted schooner upon the tug and the hawser had to be cut to prevent the schooner from rolling over and swamping the tug. When separated from the tug Capt. Olsen of the Caine put up sail and with double-reefed topsails tried to sail his vessel, but the great wind shredded his canvas almost as soon as he set it, and as sail after sail carried away, the schooner drifted helplessly before the wind, being finally driven on the rocky coast at the north end of Smith island, not far from the lighthouse. Meanwhile the Magic was having a hard time in the great seas, and paint and machine oil had to be used to keep the seas down. Finally the tug brought up in Anacortes, with those on board all ignorant of the fate of her tow. Later she reached Port Townsend and the steamer Lydia Thompson arrived later, reporting the Caine a wreck on Smith island. The tugs Magic, Dolphin and Pioneer went to her assistance.

None of the tugs could do anything to save the vessel, but they took off her crew. The keel of the schooner was broken away, and the tide was ebbing and flowing through her bottom. She is lying broadside on over on her port beam, and at low tide anyone can walk for about 20 or 30 feet around her, as the water leaves her high and dry. Capt. Caine, her principal owner, has notified the underwriters of the disaster to the vessel, which was to have loaded at Chemainus, and a survey was to have been held yesterday.

The Caine was built in Seattle by the Morans. She has been in commission but one year. At the time she met disaster she was completing her first voyage. December 19, 1900, the Caine took a cargo of Puget Sound lumber, sailing for Sydney, New South Wales. From Sydney she went to Newcastle for coal, which she took to Honolulu. In the latter port she loaded with Hawaiian sugar for San Francisco. Owing to the strike troubles in California she was a long time discharging. From San Francisco she cleared for Chemainus, where she was to load again for Sydney. She arrived at Port Angeles on December 24. The Magic was despatched to tow her from Port Angeles to Chemainus.

The Caine is owned mainly by Capt. Caine, though several other Seattle business men and San Francisco shippers have stock in her. The vessel was insured for $55,000. She cost in commission about $60,000. The Caine's length over all is 208 feet, beam 41 feet, depth of hold 14 feet 9 inches and capacity 880 tons gross. She was named in honor of Mrs. Caine by her chief owner.

The Santa Clara remains fast, efforts to haul her off by the tug Pioneer having failed yesterday. The Pioneer went out to the stranded vessel, which lies with a big list with the rocks puncturing her hull from stern to bow, at 4 a. m. yesterday and although a steady strain was kept on the hawser placed on the ship from 5 a. m. to 9 a. m., when the tide began to fall again, the tug failed to move her. The Pioneer had tugged at the stranded vessel the day before and failed to move her and yesterday, the Santa Clara seemed even more settled on the rocks, having fallen over on her port beam and a pinnacle of rock had punctured her hull amidships. The crew engaged yesterday in taking down the yards and making the ship snug. Other attempts will be made at high water today to save the vessel. As she lies on the rocks in the bight of Trial island not far from where the barge Velos laden with stone from the Haddington island quarries for the Parliament buildings was lost in a gale about eight years ago, she has a picturesque, although sorrowful looking appearance. Large numbers of spectators are daily going out near the scene to view the stranded vessel

The steamer Shinano Maru of the Nippon-Yusen-Kaisha line was still on fire when the steamer Majestic left Seattle, to which port the burning steamer had steamed yesterday morning. The Shinano Maru reached Seattle on Friday morning at 4 a. m. and remained all day and all night in the stream off Smith's Cove. The fire, which is confined to the forward part of the ship's hold, is being kept well under control. When it was first discovered her hatches were battened down, all openings for possible draughts were closed, and the compartment has since geen kept filled with steam. This morning the Shinano will be brought alongside the Great Northern dock and as much of her cargo as may be discharged as is necessary to reach the location of and completely extinguish the fire.

The fire, believed to have originated through spontaneous combustion of cotton, which composes the greater part of the Shimano's cargo, was discovered December 23 at 11:30 a. m., in latitude 51 degrees 15 minutes north and longitude 149 degrees 15 minutes west, 1,625 miles off Cape Flattery. A strong westerly wind was blowing, and the seas were running high. The first intimation came in smoke emitted from the forecastle. Fourteen members of the crew were for a few minutes practically overcome, though all were hastily revived when once removed to the open. Meanwhile the passengers of the vessel acted with the utmost composure. There was no great excitement, and, under the direction of Capt. W. H. Cope, the hatches were battened down and steam turned into the hold to smother the fire.

The vessel at once put back for the strait. She made the return voyage, not only to Port Townsend but to Smith cove, under her own steam. Her passengers, numbering over 100, came on her from Port Townsend, though given the privilege of leaving the ship at that port. Capt. Cope is commended by them in the highest terms for the manner in which he commanded the ship under such trying circumstances. They also speak in words of praise of the work of the other members of the crew. Under the Board of Trade regulations Capt. Cope should have brought the steamer into Victoria, for the regulations say that a steamer or ship on fire must be taken to the nearest port. Had she come here the tug Pioneer which has a large pump would have been available to assist in subduing the fire.

Another shipping casualty reported is that of the French bark Henriette, laden with redwood for England, which topped over in Astoria harbor on Thursday night. She is nearly submerged, only the tops of her masts showing above water at high tide. The Henriette dragged her anchor during the storm of Christmas night and went near shore. The tug Wallula took her to deeper water, but not deep enough, for when the tide fell next night, she settled either on her own anchor or on a rock. A hole was stove in her bottom and she began to fill at once. By midnight there was three feet of water in the hold. As the water came up in the vessel's hold she slipped out into greater depth, and before daylight was hull down in the water. She rests on an even keel upright.

SHE WOULD SMUGGLE.

Husband Adopts Harsh Measure to Quicken Wife's Conscience.

Not long ago a gentleman and his wife went to Europe for an extended trip. The wife announced before going that she intended to lay in a stock of laces in Europe that would last her the remainder of her life. The husband forbade her doing anything of the kind; and to make sure that she would not offend, he kept entire control of the money they carried in his own hands. The wife was allowed to buy anything she pleased, but the husband insisted upon paying for it, and he was careful to preserve a complete list of all their purchases. Serene in his confidence that he has frustrated his wife's smuggling designs, the husband reached Quarantine, and in his declaration he gave in all the things that they had brought aboard of which he knew. After this declaration had been made out, his wife greeted him triumphantly with the statement:

"Well, I've got those laces."

He didn't believe it, and said so.

She proved, however, that she had, having purchased them with money that she had saved out of her housekeeping allowance, and of which he knew nothing. The laces she had concealed on her person. The husband concluded to give his wife a lesson.

On the dock he made his way out of the line, and, hunting up one of the inspectors, he pointed out his wife, saying:

"You see that woman there? She has a lot of laces concealed on her person, which she is trying to smuggle into this country."

An inspectress was called, the woman was searched, and the laces were found. The husband came to the rescue and paid the duty and the penalties. No amount of reform can altogether prevent smuggling of this character; but it can and does cut it down very materially; and the operations of the professional smugglers, such as the dressmakers and milliners, are all but wiped out.—North American Review.

THE FORGED PICTURE INDUSTRY.

From London Telegraph.

At Carlisle County Court, during the hearing of the case arising out of the sale of a picture alleged to be by T. Sidney Cooper, R.A., a certificate from the veteran artist, now nearing his hundredth year, was read, showing that the picture was not painted by him. Mr. Cooper stated that he had had 287 pictures submitted to him for verification. Of these he had found 31 to be true, while 256 were forgeries, many bearing the forged signature of his name. They could understand how his reputation has suffered. Plaintiff in the action was awarded £24 damages.

Lodge Re-union.—The courts of the Ancient Order of Foresters of this city, with a combined membership of over 600, will hold on New Year's Day at K. of P. hall, "A Night with Robin Hood and His Merry Men," which will take the form of a Christmas tree entertainment, concert and dance, to which the members, their families and friends are cordially invited: The programme is as follows: 6 p.m., concert by the Juveniles; 7 to 9 p.m., distribution of 500 presents from the Christmas tree, tableaux; 9 to 10 p.m., concert by the adult members and refreshments; 10 p.m., dancing.

The Teachers' Salaries

School Trustees Accord a Measure of Justice to Those Underpaid.

Mayor's Strictures As to Finances Meets With Cold Shoulder.

The Mayor says he thinks the school trustees are inclined to be extravagant and the school trustees, figuratively speaking, put their thumb to their nose and last night said "Mind your own business." They have spent to within $360 of their authorized revenue and, as Trustee Belyea said, in view of the very extraordinary letter of His Worship in the evening paper, the board proposes to spend that amount to the very last cent.

"I don't think it lies in the mouth of either the mayor or aldermen to say anything anent school matters after the manner in which the Point Ellice bridge matter was handled," said the above-named member of the board, whereat the rest of the trustees smiled assent.

"It is only a red herring," said another, "and we do not propose to disturb the scent."

Not only did the representatives of the educational interests of the city deliberately set themselves about spending the balance of last year's allowance, but they very materially raised the amount of their prospective demand for the forthcoming 12 months by doing a small measure of justice to a number of teachers whose salaries have been notoriously too low.

There was not a vacant chair at the board when Chairman Hall called the meeting to order at 7:30 p.m. The first business was the report by the finance committee of accounts totaling $293.52, which were ordered paid.

At this point the Chairman wished to know what action, if any, the board proposed to take with respect to the Mayor's letter in the evening paper. The trustees intimated that they had sufficient matters in hand that needed attention to warrant them in strictly minding their own business, and the matter dropped.

The architect was instructed to call for tenders for the installation of the heating plant of the new High school as soon as the plans had been prepared and approved by the board.

Trustees Belyea and Brown reported they had visited the Central, High, Spring Ridge, North Ward and Rock Bay schools and found that a number of repairs were needed immediately. Three new blackboards for the Boys' Central, a radiator in the Girls' and repairs to the belfry and windows as well as some minor matters at the other schools were ordered carried out.

Then the board passed to the question which, like the poor, they seem to have always with them, viz., teachers' salaries. First of all, some members wished to know if any alterations made now would be binding on the new board, and if not, what was the good of making a scale which could and probably would be altered again next month? However, as the salaries now paid were admittedly insufficient, the following were recommended for and secured increases: Miss Murton, $660; Miss Sylvester, $700; Miss Russell, $720; J. M. Campbell, $840; Miss Spiers, $800; W. Winsby, $1,000.

At this point the superintendent explained that the appointment of principals for Victoria West and North Ward was still an open question, as although he had made a suggestion to the members, the majority of whom had acquiesced in his recommendations, he personally had no objection to the matter being settled either way.

Mr. Galloway's salary was increased to $900; Mr. Willis' to the same figure and Miss Watson, B.A., was placed on the list at $1,080.

Just before adjournment the superintendent was authorized to purchase $200 worth of coal, and in order that there may be no ragged edge of a balance to disconcert the book-keeper, checks for the balance of the residue of $360 of this year's moneys were ordered to be drawn and paid on account of work now in hand. The board then adjourned.

THE PANAMA CANAL.

French Directors Offer to Sell to United States.

Paris, Dec. 28.—M. Lampre, secretary general of the Panama Canal company, sailed for New York this morning, from Havre, on the French line steamer Aquitaine. He will confer on his arrival in the United States with a number of the Panama company's American representatives, and overtures for the sale of the canal property to the United States will then be renewed. In view of the feeling existing in the United States regarding the price the Panama canal representatives intend to ask for the property, the correspondent of the Associated Press made inquiries from the best source of information on the subject, and is enabled to say that the price will be approximately $40,000,000. This figure cannot yet be given as the exact one, because the company has not yet come to a definite decision. But it will not be appreciably higher. The Isthmian commission's full report is now in possession of the Panama company, and its valuations will be studied in detail. The report of the directors of the Panama company, cabled the Associated Press, on December 31, said: "We offer to accept as the basis and point of departure of fresh negotiations the figures and declarations contained in the Isthmian commission's definitive report."

The estimates come to by such eminent men are not thought to be open to question, though possibly a few items are susceptible to reconsideration, and a few matters may remain to be decided, such as a valuation of the company's stocks of supplies. But none of these is calculated to modify the gross figure to any extent. The company does not intend to give the slightest ground for any further misunderstanding, and believes the definitive price put forward will now be acceptable. With M. Lampre in America, it will not be necessary for the mandatory, who is empowered to submit the definitive price, to depart from France, until later, when the negotiations are under way.

LETTERS TO THE EDITOR.

EXPENDITURE ON SCHOOLS.

Sir,—Let us hope that before nomination day more interest than is now manifest will be taken in the approaching school trustees election. It is evident that the ratepayers do not sufficiently realize the important duties, and the vast spending powers of that august body, nor do they trouble themselves at the right time to secure the selection of proper persons for the important office of school trustee. This unfortunate apathy is much to be deplored. Nothing that has recently transpired indicates the least interest in school affairs, except perhaps the unimportant issue between the board and their superintendent regarding their relative positions, but which may only serve to divert attention from matters of more serious import.

The advantages to the community in maintaining our public schools in the highest state of efficiency is so well understood and recognized, that one fears that any criticism may be regarded as adverse to them, whereas my sincere desire is to only calmly consider our present position. A careful review of such data as is readily obtainable, leads to the conclusion that our expenditure for educational purposes is increasing at a rate, out of proportion to other demands upon the ratepayers, and calls for the most careful consideration, if the inevitable recoil, when the burden becomes unbearable, is to be avoided.

It may not be generally known how steady and persistent this increase has been, to illustrate which, allow me in as brief a form as possible, to submit the following statements with the hope that those interested may read, and inwardly digest them:

The gross cost of city schools for 1898 was	$53,621
The gross cost of city schools for 1900 was	57,503
The gross (approximate but not including new debt) for 1901 is	61,600
Estimated approximate cost for 1902 is	72,868

Note.—Part of the above for 1899, 1900 and 1901 was borne by the Provincial government, the net cost to the city being for 1901 being approximately $29,000.

The changes, however, recently made in the Revenue and School Acts will in 1902 reduce the net amount contributed by the government, and therefore increase the burden on the city, as will be seen by the following estimated statement:

To interest and sinking fund on school debt for the year 1902		$ 5,868
To estimated sum to complete new High School in addition to the $30,000 borrowed for this purpose in 1901		6,000
To current expenditure for general school purposes, based on three previous years, and with the same ratio of increase		61,000
Total estimated expenditure for 1902	$72,868	
Less the Provincial government grant	$32,500	
From which must be deducted the Revenue tax formerly collected by the city, but now to be taken by the government, say	10,000	22,500
Estimated net cost to the city for 1902		$50,368

This is to be contributed entirely by the city and is over $21,000 in excess of that required in 1901, nearly all of which additional sum must fall on the ordinary revenue derived from licenses and other taxes, exclusive of real estate as that is already charged with the maximum allowed for school purposes.

It is therefore evident that the city is confronted with a serious problem, in the solution of which suggestions with this end in view are invited, the purpose of this letter being accomplished if happily an increased interest in our educational institutions can be aroused and the difficulties attending their maintenance can in part be removed.

CHAS. HAYWARD.

SEPTIC TANKS.

Sir,—A gentleman from Vancouver informs me that Vancouver has a sewer system with three outlets into the harbor. In order to avoid polluting the water in the harbor, a septic tank has been built at the outlet of each. These tanks are close to the water's edge, on land belonging to the corporation, and are not deodorized, flows from them into the harbor. If the sewers emptied into the open sea, these tanks would be unnecessary. The crystalline fluid from the tanks, swarms with bacteria of various orders. In the majority of instances, where the tank system has been or is used, the object of their use is and has been the prevention of pollution of rivers and fresh water streams with useless and unwholesome sewerage, as well from manufactories as other industrial institutions. In these places, for the most part, the surface drainage falls into the sewers. It is probable that at the outlets from these septic or aseptic tanks have been built, Victoria's sewerage flows in a liquid form into the sea, thus rendering tanks unnecessary.

The civic authorities have passed a by-law, the second this year, authorizing them them to borrow one hundred thousand dollars for the purpose of building septic tanks, not at the water's edge, but in the distant outskirts of the city. This number of dollars is confessed to be only the first instalment, the wedge, and further demands will annually be made.

The city authorities will have to buy land wherein to bury these tanks, for surely the authorities would not sink them in the middle of roads, like water tanks. Is it proposed to have one or more huge tanks or a number of small ones? Now, what on earth is the use of these tanks, if their outflow is to be carried into the common sewer and empty at Clover point, or in another instance, the near outside sea of Esquimalt harbor? If sewerage must be had why not at once carry the pipes from the main sewer onwards to the outskirts if the scheme be for general and not some individual benefit? The common sewer system of the city reaches places as well convenient to a larger number. In the tank system the pipes would have to radiate to the tanks. On the other hand, if this system of tanks, not having an outlet at the sea, but in some inland spots, be adopted, it will necessitate a much more elaborate system, viz: filter beds with their necessary constant attention, for generally speaking, the gases of the tanks would have to be opened and shut twice during the twenty-four hours, thus requiring, even if automatic, an increase of salaried officials. In this case what is to be done with the deodorized fluids or liquid manure? Surely it is not intended to run this down the gutters, to form pools, become offensive and a fertile nuisance, simply removing it from one place to another. Where a number of rich people, having large parcels of land, say at or near Knob Hill, combine to club together and build a septic tank or tanks and use the crystal flow to irrigate their gardens and fields, and so make perhaps useful and profitable, as also conducive to their particular health. Having a sufficient elevation this could easily be done. These benefits to themselves might or ought to induce them to help themselves, until the established service system reached them. Recently the provincial health officer told the corporation when they consulted him, that he, the provincial health officer, considered the septic plan proposed to be only a temporary makeshift." The citizens cannot stand being perpetually financially drained for this purpose. The health of a household depends largely on the care they take of their surroundings. By and bye every resident in isolated places will demand a tank, a la sidewalks and macadam roads. They have voices and votes, doubtcher know?

I. S. H.

"THE TRACK OF A LIE."

Sir,—The thought came to me after perusing your editorial reference to the rumor concerning Mr. Cotton, that it would be instructive to follow the travels of the falsehood, and to produce the various newspaper comments upon the same. Readers of Kipling's short story: "The Track of a Lie," will remember with what interest they followed the course of that experiment. A brief resume of the tale will, I am sure, be read with pleasure.

A discussion at the club in an interior East Indian town on the far-reaching effects following a simple act or remark causes Blawkins to exclaim, "Consequences of our acts eternal? Bosh! That's what the padres say. See, now! I'll tell you an idiotic little supposition I picked up the other day. The natives say that 'Allah allows the tiger one rupee eight annas a day for his food.' Do you mean to say anything is going to come of an idle sentence like that? I say it. You hear it. Well?"

The listener published the quaint supposition in the local paper. It was copied in Madras, Ceylon, Burmah, in Singapore. It traveled over the Pacific to San Francisco, eastward to Salt Lake and New York, southward to New Orleans, and northward to Toronto. Never the Atlantic. It was carried to Birmingham and London. Back to Bombay, it came, having escaped the papers there on its outward travels, and from thence to the original starting place, The circuit of the world was complete. "The Story of a Lie," closes with the following:

"Tenderly as a mother shows the face of her sleeping child, I led Blawkins through the paper cuttings, and step by step pointed out the path of the paragraph. His lower jaw dropped. 'By Jove!' said he, 'I was wrong—it should have been a rupee—one rupee only—not one-eight.' Then, Blawkins, said I, 'You have swindled the whole wide world of the sum of eight annas,' nominally one shilling."

X.

MR. MUSGRAVE PRAISED.

Sir,—"Kick him hard, for he has got no friends." Such is the usual attitude in this country towards the unlucky Chinaman. All honor, then, to a man like Mr. Musgrave, who has the courage to speak up for them, and tell us the truth. Let us thank him also for showing us how a controversy can be conducted without descending to personalities and vulgar abuse.

Esquimalt, B. C., 28th Dec., 1901.

GEO. CROKER FOX.

DRINK TRADE GROWING.

United Kingdom Supplies Figures of Much Significance.

London, Dec. 20.—The United Kingdom Alliance send some very startling figures on the growth of the liquor traffic during the last six years, which bring into grave prominence the immense increase in its power and size. The state revenue from drink has increased from £35,000,000 in 1896 to £43,000,000 in 1901. The number of barrels of beer manufactured has grown from 33,000,000 to 36,000,000. The number of gallons of spirits paying duty has increased from 39,000,000 to 45,000,000, the increase being nearly 6,000,000 on home, while foreign have slightly decreased.

So much for the volume of the trade. But there has been an equally marked development in the direction of the concentration and consolidation of the trade. The number of distinct and separate brewers has shown the extraordinary decrease from 15,744 in 1882 to 6,110 in 1901. The number of licenses has remained almost stationary, though there has been a slight decrease of 350 publicans' licenses since 1898, and of over a thousand beer and wine "on" licenses during the same period. But there has been a sinister increase of the grocers' licenses from 8,055 in 1898 to 9,746 in 1901. There has been a very marked and ominous increase of grocers' licenses in Ireland—the spirit retailers in especial, from 948 in 1898 to 1,170 in 1901—and the "domestic" trade in spirits and wine has expanded throughout the United Kingdom, having almost doubled since 1882.

PROVINCIAL NEWS NOTES.

Smallpox has been stamped out at Grand Forks.

During the week ended December 20, the Granby smelter treated 4,892 tons of ore. Total tonnage treated to date, 280,668 tons.

J. Sukine, a brakeman on the C. P. R., while coupling cars at Nelson, had his left hand caught betwen two cars and one finger crushed so badly that it was necessary to amputate it close to the hand.

At Marysville the townsite company has a saw mill about finished, the rock for the smelter is being quarried and the excavations for the smelter structure are being made. A brickmaking plant is in operation making brick for the smelter building and furnaces. Two large hotels are just about finished and another hotel has been occupied for some time. The town already has a grocery, drug store, restaurant, real estate office and a few shacks.

The Moyie Leader says in case of a general provincial election next spring, it seems altogether likely that J. C. Drewry will be a candidate for election from the riding of South East Kootenay.

The Grand Forks Liberal association held its annual meeting last Tuesday evening and elected the following officers: Dr. Westmoud, president; J. Anderson, first vice-president; P. T. McCallum, second vice-president; Dr. K. C. Macdonald, secretary; D. D. Munro, treasurer. Executive committee, J. B. Henderson, G. T. Parke, Geo. E. Clark, P. Donaldson and Alex. Miller.

As the result of a premature explosion in the Snowshoe mine Nature explosion ling, Henry Syrsted had his eyes almost blown out and his legs broken, and another miner named Gillespie had his wrist broken, besides sustaining other serious injuries.

Sim Calloway, of Spokane, is awaiting trial at Nelson on a charge of inducing his wife to lead an immoral life.

Sheriff Tuck, of Nelson, has gone at the interest of J. J. Finetot in the Manhattan Rose, South Fork, Boston, Pretoria and Joubert mineral claims, situated on the south fork of Kaslo creek, to satisfy a judgment in favor of Frank Conrnut for $994,75.

Recent investigations into the occurrence of copper in the Nicola, justify the belief that within the mineral belt there is a series of fissures, some of which are true fissure veins, which contain native copper, appearing as oxidies, at the grass roots, and sulphides at a depth of 20 to 100 feet below the surface, according to conditions.

It is announced that W. H. Aldridge, manager of the Trail smelter, has been experimenting extensively as to a means of refining, and as a result he is satisfied that with a plant costing about $40,000 he can treat lead.

The Nelson Miner reports that arrangements are being made to build a 200-ton smelter at Kaslo.

Slocan ore shipments for last year amounted to 2,847 tons, from 10 properties. This year over 6,000 tons have been shipped, representing the output of 14 properties.

FUN AT SAANICHTON.

Jolly Entertainment Thoroughly Enjoyed by Everybody.

A very successful entertainment was held in the agricultural hall, Saanichton, on Friday evening, when a concert, tableaux and minstrel performance was given in aid of the Saanichton and St. Stephen's churches, by those who took part in the one held recently in the Temperance hall, assisted by a few others. The tableaux were proceeding nicely and had only gone as far as number eight on the programme when the calcium light failed, owing to a leakage due to a puncture. Everyone was greatly annoyed, although no one blamed the operator for the unfortunate occurrence. The concert part was rendered very nicely, but the minstrels took the cake in the eyes of the small boy, and some really clever jokes were got off on different local personages and numerous songs, etc., were gone through in fine style. The programme was as follows:

"I would that we might make you merry, worthy friends."

1. Piano Solo ..... Selected
Mrs. Butler.
2. Song ..... Selected
Miss Martindale.
3. Bone Solo ..... Mr. W. A. Pitzer
4. Home Made Fairy Tale ..... Selected
James Whitcomb Riley
Miss Williferene Irene Pitzer.
5. Song—"Pauline" ..... Haywood
Miss Dora Butler.
6. (a) My "Ships" ..... Wilcox
(b) "Midsummer Night's Dream" Act 2, Scene III ..... Shakespeare
Mrs. Florence Fay Moore.
7. Minuette ..... Anon
Miss Millie McKenzie.
8. Piano Solo ..... Selected
Miss Gertrude Thompson.
9. "In the Pass" from "No Thoroughfare" ..... Dickens
Mrs. Florence Fay Moore.
10. "Listen to My Tale of Woe" ..... Smith
Miss Williferene Irene Pitzer.
12. Song ..... Selected
Mr. H. Butler.

Minstrel Band.
Bones—W. A. Pitzer and R. Stewart.
Tams—Hugh Butler and F. Tanner.
Interlocuter—Geoffrey Butler.
Others—Claude and Charles Butler.

Tableaux Mouvants: Poses Plastiques, conducted by Mrs. Florence Fay Moore, teacher of Delsarte System of Gesture.

1. Toilet of the Bride (from a painting found at Herculaneum.)
2. Death of Virginia.
3. Home Scene from the Greek.
4. "Frieze" (Scene from the Battle of the Amazon.)
5. "Frieze" (After the Battle.)
6. "Frieze" (Chain Dance.)
7. Achilles and the Daughters of Lycomedes.
8. Night and the Fates.
9. Bacchus and Bacchantes.
10. Sacrifice of Iphigenia.
11. Dance of the Muses.
12. Tribute to the Minataur, Cowering Venus, Artemis looking at Endymion.
13. The Hours, Cymbal Player, Young Agripna, Springing Amazon, Mercury, Woman Fastening Jewels, Greek Draped Figure.
14. Frieze "Train of Noble Maidens."
15. Kronos and Rhea.
16. Orpheus, Eurydice, Hermes, Three Graces, The Fates.
17. Cleopatra and Antony, Kephren Drinking the Poison, Cleopatra's Slaves.
18. The Tempest, Cleopatra Calling on the Gods that the Storm May Destroy Caesar's Fleet, Antony, Kephren, the Slaves.

God Save the King.

The little steamer Argo has been chartered by Capt. Johnson of Nanaimo for halibut fishing off the Vancouver coast and is being fitted for that work, says the San Francisco Chronicle. Johnson has been here some days looking for a suitable vessel, finally deciding upon the Argo.

By Flames and Water

Spencer's Big Store Was Completely Gutted by Fire Last Night.

Flood of Water From One End of the Building to the Other.

Loss Estimated at Quarter of a Million Dollars With Half Insured.

Spencer's Arcade, Victoria's, in fact British Columbia's big department store, was gutted by fire and flooded with water last night, the loss caused thereby totaling at least a quarter of a million dollars with about 60 per cent. covered by insurance, held by the various companies represented in the city. It was shortly after 10 o'clock that several persons noticed simultaneously that smoke was issuing from the Broad street end of the store. The fire alarm boxes in the vicinity were rung in and telephone messages were also sent to the headquarters of the fire department. The firemen responded promptly and having been notified by telephone where the fire was laid their hose as they came along Broad street. But there was nothing for it, the fire had already gained considerable headway and before water could be put in the smoke and flames were issuing from the roof and upper windows, and the big building was filled with it. The general opinion was that the whole block extending from Fort street to Trounce avenue would be swept, but with two engines pumping and hose lines leading from every available hydrant the firemen poured a perfect flood of water into the building. A salvage corp might have saved something, and in fact the employees and others who gathered around soon after the fire was discovered saved some goods, such as the silks, which were placed in the office and other goods which were covered with oil linen.

The firemen did a good work in keeping the fire to the one building, in fact some parts of the Arcade, but very few, were not damaged. Skene Lowe's photograph gallery in the southern portion of the upper flat of the building was not damaged in the least,