

# THE TOPEKA SAILS

### Another Large Contingent of Klondikers Depart for the Gateway Cities.

### The American Tug Tye Permitted to Bring the Briggs to Victoria.

### The Commonwealth Arrives at Esquimalt—Other Shipping Intelligence.

From Friday's Daily.

The shipping fraternity, at least that portion of it who are interested in tug boats, were busy to-day discussing what seemed to be a breach of law. The tug steamer American tug boat, brought the ship John A. Briggs from Chemainus and dropped her again in the Royal Roads. This would have rendered the American tug liable to seizure but for the fact that she had a special permit entitling her to the privilege. The Briggs was lying at Chemainus with an incomplete crew and unable to secure men to complete it. Her captain was anxious to get to sea, but as the big tugs were both unavailable, he was unable to come to Victoria and secure men and depart. In this dilemma he applied to the collector of customs to permit the American tug to bring him to Victoria. Under the circumstances the permission was granted on the understanding that it was not to be taken as a precedent.

Although the steamer City of Seattle took 432 passengers when she sailed for Alaska ports yesterday morning, the steamer City of Topeka, which followed her this morning, had a large complement of passengers. She carried in all 210 miners and prospective miners to the far north, besides a large quantity of freight, dogs, etc. This is the last trip of the Topeka from this port, as on her return she will proceed to Portland to go on the Portland and Lynn Canal route. Capt. Wallace, her master, will, however, call periodically at Victoria on the steamer Queen, to which vessel he is to be transferred. The Queen will make her first trip north on February 4th.

The great demand for vessels has induced the C.P.N. Co. to increase their already large fleet of steamers by placing engines in the three-masted schooner Queen City, which was acquired by them some time ago. The Queen City when built was intended for a steamer, and in consequence it will be comparatively easy to introduce steam power in her, as she has stern posts, shafting, and in fact all the necessary permanent fittings. The machinery is now being constructed.

The tug Lorne returned from Sidney Inlet this afternoon, bringing the steamer Commonwealth to Esquimalt, where she will enter the drydock to be repaired. A new propeller and tail shaft will be cast for her by the Albion Iron Works. As soon as the repairs are completed she will proceed to Portland to load wheat for Europe.

The tug Tye arrived from Chemainus yesterday evening with the American ship, John A. Briggs in tow. The Briggs lay in the roads all day while her master completed her crew. She will continue her voyage to Sydney, Australia, this evening. She has on board 1,505, 408 feet of lumber, valued at \$11,500.

From Saturday's Daily.

To-day's business is quiet on the waterfront; few arrivals and few departures. At the outer wharf were it not for the movements of the laborers who are unloading the ship Benicia, things would be very quiet. The steamers Danube and Lorne are lying there, but outside the crews of these vessels and the longshoremen who are anxiously awaiting the arrival of the Australian liner Warrimoo, there is nothing going forward. Last night, however, the wharf was very busy; the City of Puebla arrived late in the afternoon from San Francisco with over 30 tons of general merchandise for Victoria merchants and many passengers, many of whom go to swell the great multitude now waiting here to prepare and outfit for the journey to the Klondike. Later, when daylight was almost breaking, the steamer Danube arrived from the north with few passengers and a small cargo of freight. In the inner harbor the only activity is centered around the steamer Islander, which is being prepared for her voyage to Alaska, and the steam freighter Oscar, which arrived this morning from Union with a cargo of coal. In the upper harbor many vessels are lying, the majority preparing for voyages northward. There are the steamer Baseowitz and the little stern-wheeler Lorne, both of which go to Wrangell on Tuesday; the City of Nanaimo, the freighter Bonanza and the big bark Richard II, which is loading freight for Alaska.

The passenger lists of the steamer City of Puebla, which arrived from San Francisco yesterday evening, and the Umata, which sails this evening, are decidedly smaller than they have been for some time past, which goes to show that

when the rates increased travel decreased.

The steamer Puebla had in all 52 passengers, 88 steerage passengers for Victoria and the Sound, including 37 miners who are en route to Alaska. The majority of these departed at the outer wharf, intending to outfit here. The steamer Umata, which sails this evening for the Bay City, will have few passengers. These are: Messrs. S. A. Phillips, J. A. Inley and J. A. Knox and Mrs. H. Kurtz.

The stern-wheeler steamer Louise arrived yesterday from Seattle. She will go north on Tuesday to set as ferry between Wrangell and the Sitka island at the mouth of that river for the Klondike Mining, Logging and Transport Corporation. The advance electric expedition of this corporation will go north on Tuesday evening on the steamer Baseowitz. This expedition will consist of from thirty to forty men under G. J. McLeenan. They will take up about forty horses, a full equipment of sleds and a large quantity of supplies. The Louise, which is about 100 feet in length over all and fitted with powerful engines, will run regularly at a ferry between Wrangell and Sitka island.

An Associated Press dispatch says: Still another large steamer is to be placed on the Alaska run. On her arrival at San Francisco on February 12, the Oceanic Steamship Company's steamer Australia will be withdrawn from the Honolulu trade and her place taken by the steamer Zealandia. The Australia will be one of the finest vessels that will carry miners to Dyea or Skagway this winter, or to St. Michaels next spring. She has the best accommodations for over 500 passengers and can make fifteen knots.

The steamer Thistle, which arrived this morning from Tainui with coal is to be tied up at once and extensive alterations made to fit her for the Alaska passenger service, in which she is to be placed in the stead of the steamer City of Nanaimo. She will be refitted and her deckhouses built and partitioned off into staterooms for as many passengers as room can be found for. The City of Nanaimo will continue as heretofore on the Victoria and Comox route.

Captain Nickals, of the British ship British Yeoman, which sailed from Chemainus last summer with a cargo of lumber for England, carried a considerable portion of his cargo on deck, and for doing this he was fined on his arrival \$50 and had to pay an additional \$10 for costs of court. The English maritime laws prohibit the carrying of deckloads in the Atlantic in winter, while they permit only four feet of load in the summer.

### LAW INTELLIGENCE.

The Full Court, consisting of the Chief Justice and Justices Walkem and Irving, this morning dismissed the appeal brought on behalf of the crown in Regina vs. Little.

The appeal was from a judgment of Mr. Justice Drake delivered on the 12th of June last, quashing a conviction made by Justices of the Peace Abrams and Collis against Francis Dean Little, manager of the Union Colliery Co., for employing Chinamen in a coal mine below ground in violation of the provisions of the Coal Mines Regulation Act and amending acts.

Mr. Justice Drake held that the employment of Chinamen underground is forbidden by the amending act of 1890, but that any such employment is not an offence under the act for which any penalty is imposed, and the Full Court upheld the decision. The appeal was dismissed without costs. Gordon Hunter appeared for the crown and R. Cassidy for Mr. Little.

The Full Court has been adjourned until Monday next.

The argument on the habeas corpus proceedings of Edward John Walton's case will take place to-morrow at 10:30 a.m. before Chief Justice Drake, and the case was on Saturday sent to jail for three months for cheating Mrs. Davis, of the Poodle Dog restaurant in paying for a meal. Walton got the best of the change.

### GAZETTE NOTICES.

In the B. C. Gazette of yesterday five new notices of petitions will be applied for at the coming session of the provincial legislature appear. Messrs. Daly & Hamilton, as solicitors for the applicants, will apply for permission to incorporate a company to tunnel through the Victoria Harbour, from the point of the Columbia river between Trail and Murphy creek to a point near the California mineral claim, with power to mine.

Two other tunnel companies give notice of applications for incorporation for the purpose of buying, constructing, leasing and operating tunnels for mining purposes. One of these, for which Mr. J. W. Moffatt gives notice, is the Kootenay Tunnel Company; the other, for whom Messrs. Robertson and Hamilton give notice, is for operations in the vicinity of Rossland.

The remaining two companies who seek incorporation are railway companies. One is to build a railway from a point near Nelson to Six-Mile creek, and thence to the divide between Lemon and Springer creeks; and the other to build from a point near Albert Canyon, thence up the valley of the north fork of the Illicita river to the headwaters of Downie creek, and by way of the Columbia river to Revelstoke.

In the Gazette of yesterday notice is given of the registration of the following extra-provincial mining companies: The Buffalo Gold Mining Co., of Spokane, with head office at British Columbia at Rossland; Ellen Silver Mining Co., of Spokane, with head office at British Columbia at Rossland; Slocan and Spokane Mining Co., of Spokane, with head office at British Columbia at Pilot Bay.

I had the rheumatism so badly that I could not get my hand to my head. I tried the doctor's medicine without the least benefit. At last I thought of Chamberlain's Pain Balm: the first bottle relieved all of the pain, and one-half of the second bottle effected a complete cure.—W. J. HOLLAND, Holland, Va. Chamberlain's Pain Balm is equally good for sprains, swellings and lameness, as well as burns, cuts and bruises. For sale at Lantry & Henderson Bros. drug store, Wholesale Agents, Victoria and Vancouver.

**Awarded Highest Honors—World's Fair, Gold Medal, Midwinter Fair.**

**DR. CREAM BAKING POWDER**

**A Pure Grape Cream of Tartar Powder. 40 YEARS THE STANDARD.**

# WRECK OF THE CORONA

### She Struck a Reef Off the Mouth of the Skeena River on Saturday Morning.

### Her Bow Hanging on to the Rocks While Aft She is Under Water.

### Passengers and Crew, Tents and Provisions Easily Landed on Lewis Island.

### Steamer Cogitiam Runs on a Rock South of Wrangell and Is Leaking.

### Ferry Steamer Alaska Has Holes Punched in Her Hull and Sinks in Wrangell Harbor.

One steamer a total wreck and two damaged is the record of marine mishaps in northern waters reported by the steamer Danube, Captain Meyers, which arrived at the outer wharf early this morning.

The Pacific Coast Steamship Company's steamer Corona, as briefly stated last evening, is hanging on a rock on a reef in Malacca passage, off the mouth of the Skeena river, and will probably so to pieces before she can be floated.

Her crew and passengers, 265 in number, were safely landed on Lewis Island, but her cargo of 625 tons and the outfit of the miners will be almost a total loss.

The steamer Cogitiam, of the Union Steamship Company, of Vancouver, spent four or five hours on a rock south of Port Wrangell, and was not floated until part of her cargo was jettisoned. She was taking from fifteen to twenty inches of water an hour when met at Wrangell by the Danube, but one of the five pumps on board was able to keep it down, and the captain proposed to continue his trip.

A little ferry boat, the Alaska, running from Wrangell to the mouth of the Skeena, settled down on some jagged rocks with the falling of the tide, and several holes were punched in her hold. She was towed off, but sank in deep water. There was no loss of life or masts, as reported. The Alaska was an old boat, and should not be confounded with the Alaskan, the river steamer that runs from Wrangell. It is not thought that any difficulty will be experienced in floating her.

Of these accidents, the one to the Corona is, of course, by far the most serious, the loss of property running into the thousands, and, worst of all, some of the unfortunate losers being men who had invested their all in an outfit to take them to where they hoped to make their fortunes. The Corona left Victoria on the 21st with 255 passengers, most of them miners with complete outfits. She proceeded safely until just at daylight on Sunday morning, when, entering the southern end of Malacca passage, she struck on the reef which skirts the shore of Porcher Island, and which makes mariners keep well over to the Kennedy Island side. The reef is a jagged one, and one of the sharp projecting rocks pierced the steamer's hull. It was fortunate that the rock went right through, the Corona hanging on it like a coat on a hook, or otherwise she might have slipped off into the deep water which surrounds the reef, and then there would have been a loss of life as well as a loss of property. Even as it was the position was one that made the coolest on board feel nervous. The steamer was settling down in deep water aft, and the passengers were huddled together forward waiting their turn to be taken ashore. They were within a stone's throw of Lewis Island, but even so it was not pleasant to feel their vessel settling under them, and how were they to know that she would hang on to that reef as the San Pedro clung for so many months to Bretchie ledge.

However, all were landed safely, some of the miners taking their tents with them, and with these and sails from the steamer, a city of canvas was soon built up. Provisions were also landed, and when the Danube passed down they were comfortably settled, although, nevertheless, they were anxiously awaiting the arrival of the steamer Alki, which was to bring them south. The officers of the Danube did not themselves see the Corona, but a Mr. White, of the Examiner-Journal staff, who was on the Corona at the time of the accident, met the Danube in a small boat and came down to Nanaimo on her. When he left the Corona was two-thirds under water, and the crew and passengers had been washed away, and there was a probability that the first storm or heavy sea would break her up.

At the time of the accident Captain Pierce was on the bridge. Accounts differ as to the condition of the weather, but those best informed say it was a clear morning. The steamer was considerably out of her course.

The Corona was built in Philadelphia in 1888 and brought around the Horn by Captain Goodall to replace the steamer Ancon, on the Alaska run. She in turn was replaced by the Topeka, the Corona going on the southern route. The

# TRIP WHICH ENDED SO DISASTROUSLY

to have been her last on that run, the intention being for her to change with the Queen, which is running from San Francisco to southern ports.

It was on the reef near Mary Island that the Cogitiam met with her mishap. She struck when the tide was falling, and was consequently considerably strained. By lightening her she floated at high tide, but was found to be leaking badly. However, as they had five pumps on board, and one was sufficient to keep the water in her hold down, it was decided to continue her trip. The only danger is if she should encounter any bad weather.

### YUKON MINING LICENSES.

Those going to the Klondike can now obtain licenses by application in person during business hours to Collector Milne. The fee for an individual license entitling the miner to the usual privileges for one year is \$10. For a joint stock company with a nominal capital of \$100,000 or less an annual fee of \$50 will be charged, while a joint stock company with a nominal capital exceeding that amount will be taxed \$100 yearly. No miner or corporation can locate or work a mining claim in Canadian territory without one of these licenses, which are only procurable from the collectors of customs at Victoria, Vancouver, New Westminster and Nanaimo, and the inspectors of police and gold commissioner at Dawson.

# A BUNCO GAME

### Mr. King Has a Strange Experience While Endeavoring to Purchase Hay.

It was said to be \$6 per ton lower than it was sold for in Victoria; but—

When Mr. M. King, the well known contractor, was in Seattle on his way from Walla Walla with 23 horses for the Victoria Yukon Co., on Tuesday last, he had an amusing encounter with the perverted price lists which the Seattle newspapers continue to inflict upon the people, thinking that they are gullible thereby. Mr. King wanted hay for his horses, and seeing it mentioned in the Post-Intelligencer that hay was \$6 per ton cheaper in Seattle than in Victoria, he went into a well known produce merchant's establishment, and pointing to a bale of hay, the exact counterpart of which can be bought here for \$18 a ton, he said: "Is that your \$10 hay?"

The merchant smiled: "No," said he, "we sell that hay for \$18 a ton."

"But," said Mr. King, "your papers say you sell hay here for \$6 per ton less in Seattle than in Victoria."

"The papers say many things," said the man of hay and oats, "but no matter what they say, I get \$18 per ton for that hay."

Mr. King only bought enough hay to keep his horses in provender until his arrival at Victoria, and then he returned to Seattle.

He experienced the same difficulty in endeavoring to buy feed advertised as being sold \$4 a ton lower than in British Columbia. When he went to buy it he found the advertised price a delusion and a snare. It was dearer than it could be bought for in Victoria. Needless to say, he didn't buy any.

This is but one story of the difference between the price as quoted in the newspapers of the Sound and the price for which they sold. In the majority of cases it is larger than that asked by the merchants of Victoria.

Palpitation of the heart, nervousness, trembling, nervous headache, cold hands and feet, pain in the back and other forms of weakness are relieved by Garrow's Iron Pills, made specially for the blood, nerves and complexion.

### Free Trial To Any Honest Man

### The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

### HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—no doctor nor institution has created and sold so many cures for the human race as the FOREMOST MEDICAL CO. of Buffalo, N. Y.

This is due to the fact that the company controls more laboratories and scientific apparatus than any other in the world, and have no equal in the whole realm of medical science.

The Fore Medical Company's appliances and remedies have been talked about and written about all over the world, and every man has heard of them.

They give strength, or create strength, vigor, healthy tissue and new life. They quickly stop drains on the system that sap the energy portion and organ of the body.

Patting is impossible and age is no barrier. This "Free Trial without Expense" offer is limited, but all over the world, all every man has heard of them.

No C. O. D. scheme, no bogus philanthropy deception, no exposure of a clean business proposition by a company of high financial and professional standing.

Write to the FORE MEDICAL COMPANY, BUFFALO, N. Y., and refer to seeing the accounts of their office in this paper.

SCIENCE TRIMMING THE LAMP OF LIFE.

So much deception has been practiced in advertising that this grand old company now for the first time makes the following offer: They will send their costly and ingeniously effective medicine, positively on trial without expense to any honest and reliable man. Not a dollar need be advanced—not a penny paid—until results are known to him acknowledged by the patient.

The Fore Medical Company's appliances and remedies have been talked about and written about all over the world, and every man has heard of them.

# SPAIN NEEDS MONEY.

London, Jan. 27.—The Madrid correspondent of the Daily Mail says the government will ask the next cortes to vote \$5,000,000 for strengthening the navy.

# ITCHING PILES.

Some time ago I was completely incapacitated for business by itching piles. I bought a box of Chamberlain's Ointment at Rogers' Drug Store, and on applying it was relieved in ten minutes. It has given it to others and all have been relieved. It is a wonderful cure for itching piles. Write to the FORE MEDICAL COMPANY, BUFFALO, N. Y., and refer to seeing the accounts of their office in this paper.

**CURES CUTS BURNS CHAPS SCALDS STINGS BITES HIVES**

**DR. CHASE'S SALT OINTMENT**

**CURES PILES ECZEMA RHEUM SCALD HEAD ITCHING**

I have used Dr. Chase's Ointment for Salt Rheum and Eczema and it has worked a wonderful cure. I can truly say that I have never had so much relief from itching piles as I have had from this ointment. Write to the FORE MEDICAL COMPANY, BUFFALO, N. Y., and refer to seeing the accounts of their office in this paper.

# DR. TAPP'S CURES

**DR. TAPP'S CURES ASTHMA**

DR. TAPP'S CURES ASTHMA. Gives a Night's sweet sleep and cures so that you need not sit up all night sipping from a bottle. On receipt address will mail free a bottle. Dr. C. Tapp Bros. Med. Co., 184 West Adelaide Street, Toronto, Ontario.

**License Authorizing an Extra-Provincial Company to Carry on Business.**

"COMPANIES ACT, 1897."

Province of British Columbia. No. 487.

This is to certify that "The Canadian Canning Company, Limited," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects hereinafter set forth, to which the legislative authority of the Legislature of British Columbia extends:

(1) To acquire and take over as going concerns, and extend and develop the following undertakings and businesses, viz: (a) the undertaking of the Canning, Packing and Canning Company, Limited Liability, (b) the undertaking of the Canning and Packing Company, Limited Liability, (c) the undertaking of the Canning and Packing Company, Limited Liability, (d) the undertaking of the Canning and Packing Company, Limited Liability, (e) the undertaking of the Canning and Packing Company, Limited Liability, (f) the undertaking of the Canning and Packing Company, Limited Liability, (g) the undertaking of the Canning and Packing Company, Limited Liability, (h) the undertaking of the Canning and Packing Company, Limited Liability, (i) the undertaking of the Canning and Packing Company, Limited Liability, (j) the undertaking of the Canning and Packing Company, Limited Liability, (k) the undertaking of the Canning and Packing Company, Limited Liability, (l) the undertaking of the Canning and Packing 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