

SANK LIKE A STONE.

The Cannery Steamer "Georgia"
Founders in the Gale on Queen
Charlotte Sound.

Her Little Company Pass a Terrible
Night Exposed to the Blind-
ing Storm.

The veteran tug Georgia, owned and operated this season at Rivers Inlet by the British Columbia Canning Company, is the last of the provincial steamer fleet to be written off as "lost," last Wednesday seeing her go down like a stone in the stormy waters of Queen Charlotte sound, in much the same manner as the Standard and the ill-fated Estelle. The misadventure occurred at 2:30 in the afternoon—had it been at night it is doubtful, indeed, if any of the four young men aboard would have escaped the steamer's fate, and the disappearance of the Georgia would have remained an unexplained mystery of the waters to parallel that of the Estelle.

Since the days of her usefulness as a government harbor boat were ended the Georgia has been doing good service in cannery work and log towing in the North, Rivers Inlet being her headquarters. Though old she was as staunch a craft of her class as any afloat, capable of ten knot speed under favorable conditions, and a light coal consumer. Her owners decided that she deserved a thorough good cleaning at the close of the cannery season, and she accordingly left the Inlet for Victoria, to go on the ways, last Wednesday.

Scott, a navigator well acquainted with the inland coast waters, took command for the run down, and there were also on board William Whitworth, his regular master; Isaac Whitworth, his brother and engineer, and George Blair, a Victoria ship carpenter.

Behind her the Georgia towed, for use if necessary, a little clinker-built yawl, built with especial care and regard for seaworthiness to the order of an old Indian hunter. This little boat it was that proved the salvation of the party.

The Georgia got away from Rivers Inlet on Wednesday morning in fair weather, but with a south-east breeze blowing rather fresh. By 2 o'clock the steamer was being then about six miles from N. white and two miles from Pine island, the breeze had developed the dimensions of a gale and the tide commencing to flood met it and made the water any thing but smooth. The steamer was under nine knot steam and was making fair progress until—so suddenly that those aboard could hardly realize how it occurred—a sea, higher and faster than its predecessors, broke over the little steamer, swamping her in a moment, flooding the engine-room and, of course, putting out the fires and carrying overboard everything moveable.

Captain Whitworth and his companions had just time to seize their clothes and toss a small stock of provisions into the boat and get into it. Then the steamer settled, swaying from side to side as she sank deeper in the water, and was swallowed up. It was all over fifteen minutes from the time the sea struck her.

From then until 1:30 the following morning the four men in the boat fought with the sea, a blinding snowstorm making it impossible to shape a course, and chance being the only guide. The danger of their position two of the others carried away and one of their pumbers gave up, chilled to the marrow and utterly disheartened. After eleven hours of suffering and anxiety—during which the boat proved itself as Mr. Whitworth declares, "the best little boat ever built"—the party was cast ashore outside of Cape Calvert, from which point they afterwards rowed back to Wankarem, and there caught the Boscowitz for Victoria.

ALL HOPE IS NOW ABANDONED.

The vague hope still existing Saturday night in deduce of reason and the overwhelming evidence of the circumstances, that in some way either Miller or Fuller might have escaped death in the Straits, was sadly relinquished by everyone on Sunday when the searchers returned from the islands bringing no tidings of the missing ones. The search continued yesterday, lest perchance one or more bodies might come ashore, but it too was fruitless; taking into account the nature and character of the currents where the tragedy was enacted, and which no doubt caused it, it is doubtful indeed if the friends of the young men will even have the melancholy satisfaction of giving them Christian burial. The canoe was picked up on Sunday, but the bodies will in all probability be swept away by the outgoing tides.

Kitto, the member of the little shooting party whose life was spared, is still very weak and a result of his terrible experience. He is not believed to be in any danger, however, and will doubtless soon be about again. He now says that Miller was not wearing his gunboots when the canoe capsized, and was therefore better able to swim; he had in fact got to within a few yards of shore when Kitto lost sight of him. This being the case it makes the loss of the brave boy all the harder for his many friends to bear.

The application for an injunction to restrain Messrs. Matthewson and John A. Cartwright from acting as directors of the Carlisle Packing Co. was heard by Mr. Justice McColl yesterday, and a decision will probably be given to-day. Mr. P. E. Irving appears for the application, and Mr. Gordon Hunter contra.

THE CITY

JAMES McGEARY paid a fine of \$12 in the city police court yesterday, having made a nuisance of himself Saturday by creating a disturbance in one of the street cars.

The sale of the property of the Consolidated Railway Company in this city, Vancouver and Westminster, is taking place at noon to-day at the rooms of Auctioneer Hooper in Vancouver.

JOHN YORK, for assaulting an Indian, was yesterday sentenced by Magistrate Macrae to one month's imprisonment at hard labor. The red man's face bore silent testimony to the serious nature of the "mill."

Rev. P. C. L. HARRIS, who, since the departure of Rev. Mr. Bushell, has been filling the pulpit of the First Congregational church, has received an invitation from the congregation to become their permanent pastor.

An excellent ferry service has been established by the Provincial Lands and Works Department at Sooke river, until such time as the broken Howe truss bridge can be replaced. The washed out structure was 135 feet in length, with approaches, and cost \$2,500 when erected ten years ago. The road bridge that has gone at Muir creek was a small queen truss affair, built only last year at a cost of \$500 or \$600. A small bridge over Goldstream has also gone out.

TYPHOID fever claimed a victim on Sunday afternoon Robert Bothwell, who until this summer had been long identified with the restaurant business of this city. His death occurred in the Jubilee Hospital, of which he had been an inmate for the past two weeks, and the news of it will be a distressing surprise to his people, who live in the county of Louth, Ireland. The deceased leaves an elder brother resident in this city and many very warm personal friends.

"Dol" was one of those who sought a fortune on the Yukon this year, and it is but a short time since he returned. The funeral is announced for this afternoon at 2:30 o'clock.

"Me no savee"; "him no good," and other vaguely interesting remarks gave a crowd plenty of entertainment on James Bay bridge yesterday evening. A Chinaman whose clothes gave forth rather a wet sponge when he stepped ashore, and who grasped nervously at the keel of a sloop that had been capsized, was the speaker. Reconnoitering about him were several boats that had hurried to his rescue, while on the shore near by a few ladies were scattered who had been drawn by the scene to render assistance. This, however, was not required. When the sloop upset John's emersion was more exciting than dangerous. He scrambled on the bottom of the boat and all was over in a short time.

MR. JUSTICE McCOLL yesterday took his seat on the Supreme court bench for the first time, presiding at the trial of Van Volkenburgh Bros. v. Bank of B. N. A. The plaintiffs had an overdraft at the Bank of B. N. A. in 1889, and as security deposited twenty-four shares of the New Westminster Telephone Co. These shares were afterwards sold by the bank and the proceeds applied towards the payment of the overdraft. Plaintiffs claim that defendants had no authority to sell the shares and the present action is brought for wrongful sale. Defendants on the other hand contend that they had the written consent of witnesses from the Mainland were heard yesterday and the case was then adjourned for a week. Mr. S. Perry Mills for plaintiff; Mr. W. J. Taylor for defendants.

DEATH came very suddenly yesterday morning to William Craft, an old and well respected citizen of Victoria. He was seized with acute pneumonia at 7 o'clock on Sunday evening and twelve hours later was dead. Mr. Craft was born 58 years ago in Rochester, Kent, England, and came out to this province by sailing ship in the early days. After spending some time in mining and prospecting in Cariboo he returned to Victoria, being in business first with Mr. William Denny, then with Mr. A. B. Gray, and of late years carrying on by himself his well known dry goods house on Douglas street. He leaves a widow, a son and two daughters. The deceased was a member of the I.O.O.F. and A.O. U.W., and as a business man and social life had made many friends throughout the province who will regret to hear of his death.

Owing to the several breaks in railway connection on the Mainland during the recent storms and the consequent wash-outs no Eastern mails have reached this city since Thursday night last—and it is not at all certain that to-night's Charron returns will bring the mails. It appears to be chiefly in the mountain section in the vicinity of North Bend, but the extent of the trouble cannot yet be learned as the subject is one in which the authorities are not disposed to be communicative. The N.P. and G.M.R. appear to be having just as much trouble as the Canadian road—in fact the wash-outs have been even more expensive to the south of the line than in this province. On the E. & N. railway the workmen are still full of business, the trestle across Arbutus canyon requiring strengthening as a result of the floods, and dynamite being called into service Sunday to clear away the broken trestle across Niagara canyon.

AT ST. LUKE'S cemetery, Cedar Hill, on Sunday afternoon, the remains of the late Fannie Cecelia Tod, whose death occurred in Seattle on Friday, were laid in their last resting place. The funeral occurred at noon from the residence of Mrs. David Thompson, No. 9 Alfred street, and an hour later an hour from Cedar Hill church, where, as also at the grave site, services were conducted by Rev. Mr. Flint. Those who acted as pall-bearers were D. Lehman, J. Connel, S. Whitaker, D. Thompson, J. Rule and J. Thompson. There was a second interment on Sunday, but on this occasion the scene was Ross Bay cemetery, the funeral being that of little ten-year-old Douglas Leslie Clay officiated, and the pall-bearers, all boys of about the age of the deceased, were Masters R. Rome, C. Berkeley, E. Burns, D. Scholfield, C. Brady and A. McPhaden.

BOARD OF ALDERMEN.

City Engineer Granted an Investigation as to the Pile Bridge Delays.

Damages Asked for Flooded Cellars—Railway to Kootenay Discussed.

When the city council met last night the first communication was one signed Mrs. Laura M. Johnson, complaining that the firemen were in the habit of standing outside the fire hall, and using insulting remarks to passers-by and that the complainant had in consequence been obliged to cross to the other side of the street instead of passing the hall.

In reply to the question as to who Mrs. Laura M. Johnson was, the Mayor remarked that he had endeavored by means of the directory to find out, but without avail.

ALD. PARTRIDGE, whose place of business is close to the fire hall, said he had for years been accustomed to pass the fire hall frequently, and he thought the lady must have been mistaken.

ALD. HUMPHREY had passed the hall many times and he had never heard one word that could not have been said anywhere.

THE MAYOR remarked that he had handed the letter to the Chief of Police and on motion of Ald. Marchant the letter was referred to the fire wardens. These letters were received from people complaining that their cellars had been flooded. One was from Simon Leiser & Co., complained that their building on Wharf street was flooded by the filling in of Helmecken alley two feet above its former level. Dunblanton & Innes on behalf of Dr. Yerrinder and other residents of Rockland avenue wrote that for want of a surface drain Dr. Yerrinder's house was flooded in the recent rain. Erskine, Wall & Co. wrote complaining that their warehouse had been twice flooded by reason of a defective drain on Fort street. After the first occurrence they had telephoned the City Engineer, but sufficient attention had not been given, the complaint, the water came in again and did considerable damage to goods. They therefore asked for compensation.

The letters were referred to the streets committee and city engineer.

The Good Roads committee, through W. J. Dallas, secretary, for an appointment to interview the council, was granted and the time fixed for Monday evening at 7:45. The railroad to Kootenay was the next subject to come up. There was an acknowledgment from the deputy provincial secretary of the council's communication favoring a railroad to Southern Kootenay and stating that the matter would be laid before the executive. This was filed. A letter from Mr. William Skene, secretary of the meeting of Board of Trade delegates held at Vancouver last week, started up some discussion. Mr. Skene called attention to the resolution passed at the meeting of the delegates, Vancouver, Westminster and Nanaimo, asking the cities named "to endorse by way of resolution any properly guaranteed scheme for an independent railway from the Pacific Coast to anything but a government railway and moved seconded by Ald. Glover that the letter be filed. He would not support any private line.

ALD. WILLIAMS, however, counselled looking carefully into the matter to see whether the government could undertake such a road. He feared they could not, desirable as it would be. Consequently he was dissuading any other scheme the matter should be looked into. He moved therefore that the letter be laid on the table.

ALD. PARTRIDGE took the same view as Ald. Williams and seconded the amendment. The amendment was lost, however. Ald. Williams, Partridge and Ald. Marchant, and Ald. Macmillan, Humphrey, Marchant and Glover, against. The motion of Ald. Macmillan was carried on the same vote.

On a commendation of the finance committee it was decided to pay the men employed at the waterworks weekly at the works. This was done as a matter of convenience to the men. The report was adopted after some discussion. HUMPHREY made the remark that he had heard on the street that aldermen had sent men out to the lake to work. Ald. Williams considered this a reflection on the council as it had been clearly understood when the work was undertaken that the foreman should have the hiring and discharging. He wanted it understood that he, for one, had not interfered with this arrangement.

The contract for printing catalogues was awarded to the Province. In response to the resolution passed by the council on November 3, to the effect that unless suitable explanations be forthcoming for the delay in completing the pile bridge at Point Ellice the City Engineer be discharged, a letter was received from that official. Mr. Wilnot wrote:

As presented in the resolution, I am authorized to use night and day, and to procure materials, etc., wherever obtainable, the implication is that to my neglect of duty is solely due the result that the work which was authorized to be begun on June 25 is only now about completed. In connection with this matter I court the fullest investigation and am prepared to prove to the satisfaction of your honorable body, or any fair-minded tribunal, that the delay complained of was occasioned by circumstances over which I, in my capacity as city engineer, had no control; also that I exercised all reasonable care and diligence in looking after the work and obtaining material required.

ALD. GLOVER, in moving that the letter be filed, asked if any action had been taken on the resolution passed last week by the council.

THE MAYOR replied that the resolution had been sent to the City Engineer, and this was his answer.

ALD. MARCHANT did not consider the answer satisfactory. The engineer had not explained himself, and did not having given an explanation about the same in his resignation. He moved that the letter be filed.

ALD. PARTRIDGE, however, stood up

for the engineer, and said it was not fair to blame him for the mishaps that had continually stopped the completion of the bridge.

ALD. WILSON favored granting an investigation, and this was carried.

ALD. MARCHANT's motion to place the Wards by-law before the electors at the same time as the Municipal election was carried and Ald. Humphrey's Cemetery amendment by-law was introduced and read a first time.

ALD. TIARKS brought up his motion for improving San Juan avenue, the Gorge road and Oswego street, urging that the work was very necessary.

In the Mayor remarked that the motion could not bind the streets committee, and the motion being put was lost. Ald. Williams, Glover and Tiarks voting for it; Ald. Macmillan, Wilson, Humphrey, Partridge and Marchant against.

The City Solicitor having written that the long standing trouble with the McTavish estate at the park could be settled by the city putting a drain through the property at a cost of \$25, it was agreed to accept the offer.

Shortly before eleven the council adjourned to give Mr. Sorby an opportunity to explain his harbor scheme to the members. Ald. Williams as a result intends posting up notice of motion endorsing the scheme.

NORTH WARD SCHOOL.

Last night the special committee composed of Ald. Marchant, Macmillan and Williams, presented their report on the investigation into the North Ward school defects. The document was somewhat extended one. After relating the history leading up to the erection of the building, the report states that the witnesses all acknowledged that the general design of the building—with the exception of the roof—was excellent. The evidence as to the design of the roof is stated to be conflicting. The elevation of the truss, the report says, "shows that the diagonal braces were to be bolted at the foot to the wooden girders. Owing to the error of the architect's in spacing the girders and trusses the bolting could not be carried out, and no remedy was provided for this defect either by architect or builder. Ordinarily there would be but little danger from these defects, but in case of a high wind or the gathering of a large audience in the assembly room the vibration might be so great as to create a very serious element of danger. Very grave defects were shown to exist in the stairs. The report says the stairs were called for good work, and the committee attaches some blame to the architect, clerk of work and contractors. The committee finds "that the trustees did all in their power to obtain a good and first-class building, that they did not interfere with the architects or builders in any way detrimental to the work, and agreed to all changes advised by the architect and building inspector, for the greater stability of the structure." The trustees, however, had dismissed the clerk of works before the building was completed without the written consent of the architect, and did not promptly investigate and proceed with repairs when in receipt of a report from the building inspector. "Had this been done there would have been no need of this investigation. The committee finds that the architects did not exercise sufficient control over the work, and allowed their professional rights to be encroached upon without due remonstrance, and granted a final certificate to the builders without a thorough inspection. The clerk of works is blamed for allowing certain defects in the roof and construction to pass without report to any one, and authorized changes upon his own responsibility. "Further, it appears that the greater portion of the building was built whilst he was on the building—which stairs have been proved to be very defective."

The committee says that the evidence shows the contractors carried out their instructions and orders and were willing to fulfil their contract to the specifications. "The committee wishes to record their opinion that the building of the stairways was most reprehensible and equal blame attaches to architects, clerk of works and contractors. The fault clearly lies with gross carelessness, incompetent workmanship and insufficient supervision." The committee reports that the defects have all been remedied and that the building is quite safe. The report concludes by advising a periodical inspection of all public works, bridges, schools, churches, hotels, and all large buildings by the provincial government, the city and school board.

The report was laid on the table by the strongest vote being read. It will be considered later.

BURNED TO DEATH.

A terrible object lesson, with the evils of intemperance as the text, was presented at the cabin of Songhees Jack on Saturday last, poor Jack paying with his life the penalty of his love for liquor. He had visited the city during the morning, and despite the strict law had secured one or two bottles of cheap liquor with which he returned home. There he apparently drank himself into a stupor, by reason of which he fell asleep dangerously near to the open fireplace. Shortly before noon Rev. Mr. Spencer, a northern missionary worker among the Indians, called at the house, just in time to save its occupant from being burned to death as he slept. His clothing was burning and his breast, arms, face and chest had already suffered so severely that before he could be removed he died in agony, despite all the Dr. Hanington could do to save his life.

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0026-2m-aw S. WILLIAMS.

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