Wreck Of North Pacific

Old time Side Wheeler Foundered after Striking Near Marrowstone Point.

Slid off Into Eleven Fathoms of Water and Went Down Bow First.

Passengers Charge Officers and Crew With Being Derelict in Their Duty.

The old side-wheel steamer North Pacific, an old-time craft which is well known to Victorians, ran aground at 2 o'clock on Sunday morning when making her first trip from Seattle to Vancouver after her period of retirement, and after drifting off into deep water, she filled and sank. No lives were lost, but, according to some of the fourteen passengers, including two ladies, who were on board the vessel, "it was a good thing that there were passengers on board, or some of the crew might have been drowned."

The vessel filled soon after the ship's company left her in the boats, which, it is pointed out by the shipwrecked men, were lowered by the passengers in the absence of the crew, and in this connection they praise the work of Capt. F. W. Amesbury, the well-known member of the B. C. Stevedoring and Contracting company of this city, who took charge of the work of lowering the boats. She went down bow first, and when the steamer Majestic passed the scene of the wreck yesterday she was lying stern upwards in eleven fathoms of water right in the channel for steamers sailing between Port Townsend and Seattle. A portion of the stern is visible above water at low tide.

There seems to be a great divergence of opinion as to whether she first struck on the Whidby Island or the Marrowstone side. Everyone aboard was so confused that they knew very little for certain. Some claim she hit between Bush point and Fort Casey, on Whidby Island, and then was gotten off and ran and drifted together across to the Fort Flagler side, where she ran ashore again. And there are some who say a floating pile punctured the vessel. Whatever it was the passengers all know the shock was a very heavy one. In most probable story, however, is that she ran onto the large rock just above the old wharf at Fort Flagler and stove a hole in her hull on the starboard side forward; that she then drifted off, having gone ashore on an incoming tide and began to fill immediately.

The steamer Majestic on her arrival here on Sunday afternoon brought a number of the passengers, all except three coming to this city. Included among the passengers who were on the vessel were R. H. Alexander, of the Hastings Mills at Vancouver; H. Spencer, of the Burnett Mills; Alex. McDermott, and Capt. F. W. Amesbury, of th B.C. Stevedoring and Contracting company, of Victoria; R. H. Brown, of Vancouver, who had two horses drowned in the wreck; M. Randolph, H. Switzer. W. Ingram, H. Libak and L. B. Hicks.

The passengers one and all make grave charges regarding the conduct of Capt. Soderman and officers and crew of the lost steamer. Stories are also told of drunkenness on the part of at least two of the crew, one of the engineers having been seen during the last few minutes of the steamer trying to drag a passenger down "to have a nuzzer," and one of the firemen was clinging to the rail with a bottle of whiskey in the hand while the passengers and crew were clambering into the boats. The statement of one of the passengers that it was a good thing there had been passengers on board or the crew might have been drowned tells the whole story, briefly yet fully.

The night was a calm one and there was a fog on the water which not only resulted in the loss of the North Pacific, but the shipwrecked passengers of that vessel were amazed after landing to see the steamer Mainlander running on the same route with another wrecked vessel, standing up on the shore at the other side of the point. The North Pacific struck heavily, breaking down some of the berths and throwing two firemen from their bunks. Many, in fact, the majority, of the passengers were asleep, and had the shock not been a heavy one they might have gone down in the steamer still sleeping, for no steward or other member of the crew made any attempt to wake them.

Some of the passengers remained in their bunks after the shock, not knowing that the steamer was liable to founder. Some did not stir until they saw others running about the deck with life preservers on. Outside one of the rooms one fellow was trying to get his feet through the arm strings of the belt, and when the occupant of the room started to laugh at him, he shouted that it was no laughing matter, and then the occupant of the room got busy too.

All the survivors unite in telling of the uselessness of the life preservers, in fact one of the straw filled belts sank of its own weight when thrown into the water. And as for efforts on the part of the crew to save the passengers there were none. Capt. Soderman was not in evidence until after the passengers had commenced the work of getting the boats ready.

It was here that Capt. Amesbury did some good work. When he came on deck, being a capable navigator, he at once took in the situation and with some volunteers to aid, he commenced to get out the four boats carried by the steamer. It was found that the tarpaulin covers, instead of being lashed as usual, were nailed down, and had to be cut away with axes, and this and other things, caused much delay in the work of getting out the boats. Had the weather been bad the wreck would have involved the loss of several lvies as a result of the conditions, but fortune favored the shipwrecked ones in this respect, for the sea was calm and still.

When the passengers were working to get out the boats Capt. Amesbury got a boy to remain pulling the whistle string to keep the whistle going as a danger signal, and the whistle had been going for some time when Capt. Soderman arrived and stopped the boy, but the passengers soon got the whistle going again, and after leaving the steamer they heard the whistle of a coming tug. This proved to be the C. B. Smith, named after her master, which had come in answer to the signals.

Before the tug came the passengers and crew with the exception of Capt. Soderman, chief engineer and two others, had got into the boats. Some of the passengers had gone around the state-rooms and got out the valises, etc., and the passengers lost little of their effects. One young man in the boat had his grip thrown to him, and he called to a passenger who was going the rounds of the room to hurry back and save his watch. "What is it—a gold one?" asked the passenger. "No," said the young man, "a nickel one." And there were some audible swear words. One of the ladies was also quite worried about her millinery, but it was saved.

The C. B. Smith was bound to Port Hadlock when her master heard the distress signals of the whistle—being operated by a passenger—and the tug ran up alongside the North Pacific. A line was passed by the tug and she made an effort to haul the steamer on to the beach, but, running ashore herself, the line was released and the North Pacific slid back into deep water. The captain, engineer and those remaining on board were taken off and the steamer dipped forward and slid down by the head, finally tilting her stern up, and when the last sight was had of her by the passengers, she had twenty feet of her stern showing.

The North Pacific filled fast, and it is supposed that as she went down bow first it threw the engines and boilers out of her. At the same time the anchor was hurled overboard, and she is now held by it at a point about two miles off Marrowstone. It is thought that her machinery dropped out from the fact that she still floats, and there is now to be seen of her the top of her upper works on the port side aft. She lies with her nose down, on her starboard side.

The passengers were landed on the shore at Marrowstone and when trudging along toward the lighthouse they were amazed to see the steamer Mainlander, of the same company, sitting up on the beach at the other side of the point to that on which the North Pacific struck. They could walk right around her. When the tide rose, though, she was floated without injury and continued her voyage to Seattle. The shipwrecked passengers made their way to the lighthouse, where Capt. Morgan, his wife and daughter, did all possible for them. They were breakfasted and had their clothes dried, and every attention given them. One and all are strong in their praise of the treatment accorded them at the lighthouse. They afterwards went back to the Mainlander and when she was floated endeavored to get her master to take them to Port Townsend. He at first told them they "could go to Seattle or stay on the beach." Some of the passengers indignantly told him that if he could not take them the three or four miles to Townsend they would remain on the beach. Finally, after much dickering, they were taken to Port Townsend.

Several of the passengers are strong in their condemnation of the crew of the lost vessel. L. B. Hicks, who tells of Capt. Amesbury's good work in getting out the boats, aided that gentleman. He says that the life-belts were useless. H. Switzer and M. Randolph state that the boat they were in was leaking, and no officer was placed in charge of it. Both say that several members of the crew were under the influence of liquor, and say they could swear to it, if necessary. It was Randolph who was asked to pull the whistle by Capt. Amesbury, and he tells of how Capt. Soderman asked him to stop. He continued, however, and it was this which resulted in the C. B. Smith coming to their assistance. L'Ibak was one of those who were awake, and he says that after the crash he heard a noise as of the vessel grating over rock, and then she was in deep water again. She soon began to fill and he went to work on the boats with some other passengers. He tells of how the covers were nailed on and had to be cut with an axe, and of the wire being tangled on the davits, in fact, of the many difficulties encountered in getting out the boats. He helped lower the four boats. He said no officers roused the passengers, and states positively that several were under the influence of liquor. W. Ingram, who lowered No. 2 boat with others, left in that boat and remained alongside the wreck to take off the captain, engineer and two others, until 3 o'clock, but they left the wreck in their own boat, and were picked up after daylight, having been unable to make a landing.

Mr. Brown, of Vancouver, asked Capt. Soderman to allow him to cut his horses, valued at $600, loose, after the steamer struck, and give them a chance to swim ashore, but the master refused, and Mr. Brown blames him for the loss of the horses.

Despite the fact that one and all of the eleven passengers who arrived by the Majestic, affirm that the officers and crew were derelict, Capt. Soderman, who by the way was making his first trip as master, by having been mate on the Mainlander, holds to the contrary. He denies emphatically that the North Pacific was at any time aground; also that there was any special confusion among the passengers and crew. The boats, he says, were lowered in good order, and there was very little excitement. His statements are corroborated by various members of the crew.

The firemen and engineers are all agreed that the vessel filled rapidly, and that it was a very short time before they were driven out. Some of the firemen and coal passers remained at their posts working in water knee deep.

Capt. Soderman says that he and William B. Woolery, chief engineer, were the last persons to leave the sinking ship. Woolery and his first assistant, Nick Antone, remained at their post as long as there was a possible chance to keep up the power.

THE CAPTAIN'S STORY.

Capt. Soderman's story of the loss of the North Pacific is as follows:

"It was a very foggy night, and we ran into some floating obstruction—a log or a pile, perhaps. The blow was not great, though of sufficient force to tear a great hole in the bluff of the vessel's bow. She filled rapidly. Indeed, within twenty minutes from the time she struck she was practically full of water.

"The rush of water soon put out the fires, leaving us helpless. I blew distress signals, and finally the tug C. B. Smith came to our rescue. We gave the tug a line, but the steamer began sinking so rapidly that she had to be cut loose.

"When I saw the vessel was sinking I ordered the lifeboats lowered, and these the passengers and crew, forty all told, got into in good order. Some were taken aboard the tug, while the rest made Marrowstone point, from which they were picked up by the Mainlander.

"I do not know the depth of the water where we struck, but it was considerable, for we could not find bottom with the lead. We were probably half a mile off shore when we struck the log or whatever it was. I am certain that it was not a reef or a rock of any kind.

"We were running perhaps twelve miles an hour. I remained by the ship until she sank forward. She seemed to remain with her head down, and her afterworks thrown out probably twenty feet above the surface. After leaving her I crawled up on the stern once, leaving her again in about the same position."

The position of the North Pacific as near as could be determined at the time she struck was one mile and a half south-east of Marrowstone point and perhaps half a mile off shore. The Mainlander grounded on the northwest side of the point.

The crew of the steamer follows: Capt. Soderman, chief engineer, William B. Woolery; Nick Antone, first assistant engineer; William Dixon, first officer; L. J. Cole, purser; P. H. Flaherty, fireman; Art Anderson, John Dale and Joseph Murray, waiters; I. S. Howes, coal passer; Samuel Gray, steward.

A FAMOUS OLD CRAFT.

The old North Pacific has had a famous career in the thirty-two years of service on Puget Sound and B. C. waters, and her career has more than an ordinary interest to Victorians. To begin with, she made a sensational entry into these waters, engaging in an exciting race with the steamer Olympia from the city of Victoria to Port Townsend. This was in 1872, the year after her construction.

The North Pacific was built in San Francisco by Gates & Collyer, at that time the largest shipbuilding firm on the Pacific coast. The race was run on May 24, 1872, the anniversary of Queen Victoria's birthday, and more than thirty years ago. Old time navigators in speaking of it, say it was regarded as one of the greatest marine events up to that time in the history of Puget Sound. The North Pacific won by exactly three minutes.

At the time of the advent of the North Pacific the Olympia, George E. Starr, Eliza Anderson, Idaho and Emma Hayward were regarded as the perfection of marine architecture. Previous to that steamboating had been carried on only in a crude way. Now and then a sailing vessel would put in for lumber and spars, but such large freight and passenger steamships as now come to the Sound were unknown. The Eliza Anderson had good speed, and she and the North Pacific and Olympia were the first vessels of comparatively modern build found in the Sound traffic. The Olympia, now the Princess Louise, which is lying in the C. P. R. boneyard in James bay, arrived on the Sound, followed two years later by the North Pacific. Then the Anderson was almost lost sight of on account of the rivalry between the Olympia and the North Pacific. The respective friends of the two steamers so agitated the question of their speed that the race was planned, the course as stated, being from Race Rocks to Port Townsend, a distance of thirty-nine miles.

The circumstances that led up to the race were quite as interesting as the contest itself. The Olympia had been brought out from New York by George S. Wright, of New York, the late Captain Thomas Wright of Seattle, and Capt. D. B. Finch, of San Francisco. These marine magnates practically controlled the traffic of Puget Sound. The Olympia carried the United States mail, running from Olympia to Victoria. Passengers were sometimes charged a fare of $16 from the capital to the then territory of the metropolis of British Columbia.

To bring out a vessel which would at least compete with the Olympia, L. M. and E. A. Starr, who had previously to that been amassing a fortune in Portland as distillers, undertook the construction of the North Pacific. Though the Olympia at that time cost $200,000, the Starrs expended but $100,000 in the building of the North Pacific.

The arrival of the latter was the signal for one of the fiercest rate wars ever witnessed on Puget Sound. Fares dropped from $16 to 50 cents and 25 cents. The two steamers looked a good deal alike and were almost evenly matched as to speed. After a fierce opposition of several months it was decided between Capt. Finch, of the Olympia, and E. A. Starr, of the North Pacific, that the vessels should race, the fastest being given the exclusive trade of Puget Sound. Each steamer had its admirers. The question of how much steam the contesting vessels should be allowed to carry was a difficult one. It was finally agreed, however, that the amount of steam should be determined by the weight of pig iron the engineer could tie on the safety valve.

When the boats left for the race course they each carried a full quota of passengers, admirers of the respective vessels. It was an exciting race, terminating in a victory for the North Pacific. Immediately after the race, in accordance with the terms the Olympia tied up, remaining at her dock in Olympia for ten years. Her owners, however, received $1,400 per month from those of the North Pacific.

As one of the further conditions of the race was that the Olympia should never enter the Sound trade again, she was sold to the Canadian Pacific Navigation Company, Capt. John Irving, of Victoria, negotiating the deal. Passed to new hands her name was changed to the Princess Louise. After the race the North Pacific re-established her old passenger rates and made money rapidly.

While her various owners, so far as known, did not connive at it, the facts are that the North Pacific in her thirty years of service on Puget Sound has brought thousands of tons of contraband opium and thousands of contraband Chinese to ports from Victoria. She has been searched for both times without number, many a smuggler has been arrested on her, and it not infrequently happened that some of her crew were under the ban. In recent years, however, the incentive to smuggle has to a large extent been removed, with the result that the reputation of the craft has improved somewhat in this respect.

There is not a port of consequence on Puget Sound that the North Pacific has not made. Indeed, in the seventies she did a material proportion of the shipping business of Puget Sound. It was in the early eighties that Capt. Thomas F. Wilson, one of her first commanders, dropped dead on the vessel.

This was before her decline. In 1885 she broke a walking beam and cylinder and sustained damages reported at $10,000, but was again repaired and continued in commission, except at intervals, until the Union Pacific abandoned the Sound. She was then laid up, and afterwards made occasional trips in the stead of the steamer City of Kingston, running between Victoria and the Sound for the Northern Pacific railway. Nearly all the prominent steamboat men of the Sound have been employed at various times on the old steamer. Capt. George Roberts began his career on her twenty years ago, and the late Capt. Dan Morrison, until his death, a Nanaimo pilot, was at one time in command of her. She was 175 feet long and 52 feet beam.

During the rate war between the Puget Sound Navigation Company and the Dodwells, the steamer was for a time dragged out of retirement and placed in service again, and after that service she again went to the bone yard. She was taken from retirement again for this service, and was making her first trip from Seattle to Vancouver, giving a double service with the Mainlander between Vancouver and Seattle for the G. W. Cook Company, when the disaster overtook her.

The North Pacific was owned by the Western Steam Navigation Company, C. W. Cook, of Cook & Co., her agents being managing owner. At the time of the wreck she had seventy-five tons of freight, including two horses, aboard. Both horses were drowned. Captain Soderman says they were cut loose as soon as it was apparent that the ship was sinking.

The North Pacific was insured for $25,000.

STUDENTS FOR SEASIDE STATION

Minnesota Party Visited City Yesterday En Route to Port Renfrew.

A party of students bound for the Minnesota Seaside Station were in the city Monday, having registered at the Dominion, but leaving in the evening for Port Renfrew. They were under the charge of Prof. Conway McMillan, of Milwaukee, and the following were included in the party: Mary E. Scheetz, Faribault, Min.; Amelia McMinn, Wis.; Lillian M. Wilcochson, St. Paul; Deboral Anderson, Minnapolis; Anna and Mary Hilleshein, Sleepy Eye, Min.; Stella M. Boyd, Racine, Wis.; Bernice Replogle, Grand Rapids, Mich.; C. W. Hall, Min.; C. Huff, Springfield; F. W. Platt, Chicago. A party of twelve students also went up to the station two weeks ago, having been under the charge of Miss Tilden. Mr. Fraser, school teacher of Nelson, will also be one of the party participating in the studies and researches to be carried on this year. There would have been a large number attending this year were it not for the school teachers' convention at Boston, and the cheap rates quoted from all portions of the States for the great gathering of pedagogues.

The Minnesota Seaside is a biological camp and laboratory situated on the Straits of Fuca, just opposite Cape Flattery. There is a large lodging house with accommodation for sixty people and two laboratory buildings. The site was selected after a careful survey of almost the entire Pacific coast. From a scenic point of view, it is magnificent. In front across the Straits are the Olympic Mountains, and behind is the Vancouver forest, rising up on steep hills and mountains towards the interior.

The station possesses many advantages, and in a pamphlet just published, which is illustrated with many fine cuts depicting scenes around the camp, it is pointed out that the life at the station is characterized by a freedom and unconventionality which cannot be found at any of the Eastern laboratories. A feature of the work are the nature study lectures conducted out of doors at various convenient points. During 1902 talks were given each day by the instructors in botany and zoology. The course to be pursued this year consists of two divisions, one primarily designed for teachers in high schools, the other for advanced students in botany, zoology or geology. The botanical work will be conducted by Professor Conway McMillan and Miss Josephine E. Tilden. The zoological courses will be in charge of Mr. E. B. Hemingway, and those in geology will be cared for by Dean C. W. Hall, head of the department of geology in the University of Minnesota.

FOR WEST COAST.

Queen City Sails With a Full Complement of Passengers.

(From Tuesday's Daily.)

Steamer Queen City, Capthin Townsend, sailed last night for Cape Scott and Way Ports on the Vancouver Island coast. She had a full complement of passengers, more than berths could be found for. Including among the passengers were many miners for Quatsino and there was a party of students from the University of Minnesota who came from Minneapolis under the leadership of ProfessorMcMillan to spend another season at Port Renfrew, where a study is being made of the marine flora and fauna. The list included the following:

H. G. Newton, E. Arnott, Clayoquot; A. W. Anderson and N. Schultz for Cape Scott; Mr. and Mrs. Doddell, L. Larsen, J. H. Loop, H. O. Paulson, J. M. Long, Dr. McDonald, for Quatsino; Mr. McKeown, for Alberni; J. Godson, for Bamfield; R. Lee, for Quatsino; Captain John Irving and H. Clark for Clayoquot; E. Blake, C. M. Fraser, L. B. Joseph, A. V. and Edwin Hobbs, for Port Renfrew; and Misses R. Watson and W. McGill for Cape Scott.

For any case of nervousness, sleeplessness, weak stomach, indigestion, dyspepsia, try Carter's Little Nerve Pills. Relief is sure. The only nerve medicine for the price in market.

Flower Show And Grand Fete

Arrangements Perfected For Exhibition By the Victoria Horticultural Society.

Schedule of Prizes To Be Awarded Competitors in Various Classes.

Every arrangement is being made to ensure the success of the flower show and fete to be held in the Royal Jubilee Hospital grounds on Friday and Saturday, August 21st and 22nd. The event will be rendered additionally attractive this year by the participation of the school children in the competition. Special prizes of a silver medal and a bronze medal are offered the juvenile exhibitors, who must observe the following rules: "Plants from which the flowers are taken must have been in the possession of the exhibitor at least six weeks before the show day; they must be arranged by the exhibitor and must be his or her active property; exhibitors will be charged 10 cents for entry fee, which will include admission on both show days and entries will have to be made as directed in the rules for exhibitors.

The secretary, Thos. W. Palmer, will attend at the City Hall on the evenings of Monday, August 17th and Tuesday August 18th, from 7 to 9 p. m., to receive subscriptions and entry forms.

Mr. E. F. Robinson will be present with an interesting exhibition of bee-keeping supplies, and will give working illustrations by personally having a swarm of bees, in addition to verbal explanations of practical bee-keeping throughout both days.

The schedule of prizes is as follows:

CLASS A.

Florists.

Best collection of foliage plants, palms, flowering plants, ferns. First and second prizes or diplomas will be given in each case.

CLASS B.

Amateurs who cultivate their own gardens, and do not employ labor.

Best collection of plants in flower, not less than 8 nor more than 12; 1st prize $4, 2nd $2.

Best collection of plants in flower, not less than 6 and not more than 9; 1st prize $2, 2nd $1.

Best specimen plant in flower; 1st prize $2, 2nd $1.

Best specimen plant of any kind; 1st prize $3.

Cut Flowers.

Separately, 10 stems in each bunch, 6 varieties.

Best collection of Sweet Peas shown separately, 1st $3, 2nd 50c.

Best collection Sweet Peas, 12 varieties; 1st $2, 2nd $1.

Best collection Sweet Peas, 20 varieties; bronze medal.

Best collection of Roses, 12 in number; 1st $2, 2nd $1.

Best collection of stocks; 1st $2, 2nd $1.

Best collection of Dahlias, 6 varieties; 1st $1, 2nd 50c.

Best collection of Dahlias, 12 varieties; 1st $2, 2nd $1.

Best collection Dahlias, any number over 15; silver medal.

Best collection of Carnations; 1st $2, $1.

Best collection of Phlox Drummondii; 1st $2, 2nd $1.

Best collection of Nasturtiums; 1st $1; 2nd 50c.

Best collection of Annuals; 1st $1; 2nd 50c.

Best collection of Asters, 12 blooms, not less than 6 distinct colors; 1st $1, 2nd 50c.

Best collection of Salpiglossis; 1st, $1, 2nd 50c.

Best collection of Petunias; 1st $2, 2nd $1

Best collection of Lilies; 1st $2, 2nd $1.

Best collection of Hollyhocks; 1st $1, 2nd 50c.

Best collection Perennial Phlox; 1st $1, 2nd 50c.

Best collection of Perennials, Hardy Herbaceous; 1st, $2; 2nd $1.

CLASS C.

Amateurs Employing Labor.

Plants in Pots.

Best collection of Fuchsias; 1st $2, 2nd $1.

Best collection of Petunias; 1st $2, 2nd $1

Best collection of Begonias tuberous, single 6 plants; 1st $3, 2nd $1.

Best collection of Begonias, tuberous, double, 6 plants; 1st $3; 2nd $1.

Best collection of Begonias, bronze medal.

Best collection of Begonias Rex; 1st $2, 2nd $1.

Best collection Begonias Fibrous; 1st $2, 2nd $1.

Best collection of foliage plants (Coleus excluded) not less than 10 or more than 15; 1st $4, 2nd $2.

Best collection of Ferns, not less than 6 or more than 12; 1st $4; 2nd $2.

Best collection Geraniums, not more than one of each variety; 1st $2, 2nd $1.

Specimen Plant in flower; 1st $2; 2nd $1.

Specimen Plant, ornamental; 1st $2, 2nd $1.

Collection of Plants in flower, not less than 6 nor more than 12 varieties, silver medal.

Cut Flowers.

Best collection of Gladioli; 1st $2, 2nd $1.

Best collection of Roses (Tea) bronze medal.

Best collection of Roses (Perpetual), bronze medal.

Best collection of Phlox perenial; 1st $1, 2nd 50c.

Best collection Liliums; 1st $1, 2nd 50c.

Best collection of Salpiglossis; 1st $1, 2nd 50c.

Best collection of Pansies; 1st $1, 2nd 50c.

Best collection of Carnation border; 1st $2, 2nd $1.

Best collection of Stocks; 1st $2, 2nd $1.

Best collection of Phlox perennial; 1st $2, carletes: 1st $1, 2nd 50c.

Best collection Phlox Drummondii, collection; 1st $2, 2nd $1.

Best collection of Asters, 12 blooms, 6 colors; 1st $1, 2nd 50c.

Best collection of Verbenas; 1st $1, 2nd 50c.

Best collection of Cactus Dahlias, 12 blooms, distinct varieties; 1st $2; 2nd $1.

Best collection Cactus Dahlias, silver medal.

Best collection Dahlias Show; 1st $2, 2nd $1.

Best collection Dahlias, decorative; 1st $2; 2nd $1.

Best collection Sweet Peas, shown separately, 10 stems in each bunch, 9 varieties; 1st $1, 2nd 50c.

Best collection Sweet peas, 18 varieties; 1st $2 2nd $1.

Best collection Sweet Peas, named collection, silver medal.

Best collection Delphiniums; 1st $2, 2nd $1

Best collection Hardy perennials, herbaceous, bronze meadl.

Hand Bouquet; 1st $2, 2nd $1.

Bridal Bouquet; 1st, $2, 2nd $1.

Gents' Buttonhole, 6 specimens, 1st $2, 2nd $1.

Basket of Cut Flowers; 1st $2, 2nd $1.

Best decoration for dinner table, 4x4 inches; 1st silver medal, 2nd bronze medal.

SPECIAL PRIZES—OPEN TO ALL.

Offered by Messrs. Jay & Co—$5 for the best collection of Sweet Peas (not less than 10 varieties grown from seed purchased at their store.

Offered by Messrs. Hibben & Co.—Book, value $2.50, for six trusses of Geraniums, different colors, the choice of the book left to the prize winner.

Offered by Mr. Hastie—Pair of Vases, worth $1.50, for 6 roses different colors.

Offered by Mr. Lilley—$5 for best collection of animals.

Offered by Mr. Pennock—Silver Charm or Brooch for best collection of Asters.

Offered by Challoner & Mitchell—Trophy, value $5 for best collection of Roses.

Offered by Mr. Bowes, druggist, bottle of Cologne, value $2, for best collection of Pansies.

Offered by Messrs. Shore & Anderson—Cut Glass Tea Set, five pieces, for hand bouquet.

Offered by Mr. Fawcett—Atomizer, value $1.50, for best collection of Pansies.

Offered by Miss Vigor—Ladies' Blouse, for best collection of Begonias.

Offered by Misses Mesher & Peiser—Ladies' Lace Point Stock Collar, for best collection of outside Carnations.

Offered by Messrs. Wescott Bros.—Chiffon Tie, value $1.50, for basket of cut flowers.

Offered by Mrs. Robbeck—$5 for the best collection of pressed flowers.

Offered by Mrs. Robbeck—$5 for the best collection of sea weeds.

All the medals offered for prizes are supplied by the Royal Horticultural Society of England.

The officers of the society are as follows: Honorary President—His Honor Sir Henri Joly de Lotbiniere, Lieut.-Governor.

President—F. B. Pemberton, Esq.

Vice-Presidents—Mrs. Croft, Mrs. Frank Barnard, Mrs. B. Crow Baker, Major Dupont, Rev. F. Jenns, E. Billinghurst, Esq.

Honorary Treasurer—E. Billinghurst, Esq.

Secretary—Mr. Thos. W. Palmer.

Directors — Messrs. James, Gage, J. A. Bland, G. Mollett, J. T. Hirsins, Russell, Mrs. Siddall, Mrs. Wolfenden, Mrs. Rebbeck.

Deadlock Over Market Lease

Motion to Meet Views of Railway Co. Rejected On a Tie Vote.

Tenders For Carnegie Library to Include Stone Other Than Saturna Island.

(From Tuesday's Daily.)

The council is at a deadlock respecting the matter of granting a lease of the Market building to the Victoria Terminal Railway Company, and a further conference is to be had with Vice-President Woods, in an attempt to arrange some new mode of procedure. The council at its session last evening advanced the Carnegie library project a stage, reaching a decision to call for tenders for the erection of the building up to 3 p.m., August 3, the tenderers to be required to submit an alternative tender for the supply of Haddington Island stone and Koksilah stone, in conjunction with their tender for the stone required by the specifications—that from Saturna Island. This change is considered a triumph for the views of Ald. Kinsman, who pointed out undesirable qualities in the Saturna Island stone.

In the absence of the Mayor, Ald. Cameron was voted to the chair, and every member of the council was present.

A. E. Woods, vice-president of the Victoria Terminal Railway Company, wrote, asking that there be no further delay in granting the lease of the Market building.

Ald. Yates moved, seconded by Ald. Stewart, that the lease be granted in accordance with the terms of the bylaw.

The chairman doubted if the motion was in order—whether a motion which had been put to the last meeting could be again submitted. He would have liked also to see the full board present before the matter was settled.

Ald. Kinsman did not like the idea of ignoring the legal advice which had been given the council.

On motion of Ald. Barnard, it was laid on the table temporarily.

The secretary of the provincial exhibition requested the council to connect the head of North Pembroke street with North Pandora.

Referred to the city engineer for report.

D. R. Ker called attention to a supply of rock at the end of Erie street, which was available for intended work on Dallas road. Referred to Streets committee.

W. J. Hughes, of 61 Second street, complained of a neighbor running a bone-grinder. Referred to the city solicitor and sanitary officer.

At this stage His Worship Mayor McCandless took the chair.

Alex. Jack declined the appointment of fence viewer. Received and filed and resignation accepted with regret.

Ald. Yates moved that T. C. Sorby be appointed to the position. This was seconded by Ald. Vincent. The name of Mr. Mallandaine was then proposed.

A ballot was then taken and Mr. Sorby elected.

John A. Walton complained of a visit of the city plumbing inspector to his house, and he asked that the box drains in front of his house be repaired.

Ald. Stewart moved that the wishes of the writer be agreed to, and that the inspector be hereafter provided with credentials showing his authority.

Steve Jones asked for permission to include the name of the Dominion hotel in the new pavement to be laid in front of the building. Granted.

A. St.G. Flint, for the Victoria Building Society, asked that certain trees be cut down on Humboldt street. Referred to the city engineer for report.

Ald. Vincent pointed out that trees ought not to be cut down in a haphazard fashion. The trees in question were very handsome ones.

The city engineer and city assessor reported on the matter of the cost of paving Yates street from Government to Wharf, Douglas to square and Cook street from Wharf to Langley, and the latter from Bastion street to Yates, as follows:

Yates street, $13,025; Bastion, $7,531; Langley, $3,640.

The reports were adopted.

The water commissioner and purchasing agent recommended the contract for sand to be given to Mr. J. Piercy. Adopted.

The water commissioner complained of the unsatisfactory system of purchasing water pipes, and recommended that tenders for next week's pipes be called for at once—5,000 feet 6 inches pipe and 10,000 feet 4 inch pipe being required. A big saving could be effected, he it was pointed out, if tenders being submitted from firms in the Old Country.

Ald. Yates did not wish to take such an important matter out of the hands of next year's council. He suggested calling on tenders for a part of the supply.

The Mayor suggested having a conference with the commissioner before calling for tenders. This was agreed to, on motion of Ald. Cameron, the council endorsing the principle of ordering the pipes ahead.

The building inspector reported as follows:

Gentlemen,—In reply to yours of the 14th instant, as to whether the working drawings and specifications re Carnegie library, agree in every respect with the original drawings, I would respectfully report as follows:

I have read through the specifications and conditions, and examined the plans, and find that the plans of the several floors very nearly comply with the original, whilst there are some slight changes caused by adopting the alternative Yates street front.

First.—The alternative Yates street elevation was the one chosen, thereby requiring an alteration in the foundation and floor plans which are to be made wider so as to make room to receive the columns above. This alteration makes the building longer by two feet than the original.

Second.—The architects have made the ground floor ceiling 15 inches higher, and the first floor 12 inches higher, so that the building will be so much higher than shown on the original.

Third.—They also show on one side, a plan of an intermediate floor over the vault which shows how the work is to be carried out, this was not on the original, and could not be very well shown.

Fourth.—There are two other small changes which had to be made to show how the work was carried out. A small brick wall built to carry the front entrance stone steps, and also showing arches to support the concrete floor in which the tiles are to be bedded. These things were not shown in the originals, but were mentioned in the typewritten letter sent in with the original plan.

Fifth.—The architects furnish three more plans than the original, viz: West elevation, roof plan, and a site plan showing depths of excavation with all particulars as to drains, gas, and electric lights, and where to be fixed, which are not on the originals.

Sixth.—The only change which can be called one of any importance is the raising of the building higher, which will improve the appearance of it. Most of the rest is caused by the necessity of putting the plans into such shape as to make them intelligible to those who tender on them.

In every case where there has been any change from the original plans, it will be for the cost, and I cannot see anywhere throughout the plans and specifications where anything has been done to reduce from the original in the matter of cost. I might state that the specifications call for detail drawings to be furnished for all work requiring the same.

In my opinion the plans and specifications are well prepared and give full particulars, and that contractors will have no difficulty in preparing their estimates from them.

The plans and specifications fill all the requirements of the building bylaw.

Ald. Stewart moved and Ald. Goodacre seconded, the following resolution:

That the report dated the 20th inst. upon the working plans and specifications of the proposed public library, which report is now submitted by Mr. Northcott, building inspector, be adopted; that the architects, Messrs. Hooper and Watkins, be and the same are hereby authorized to call for tenders for the erection of the building, to be receivable at the office of the city clerk up to Monday the 3rd day of August prox., at 3 p. m., and that provision be made for requiring the successful tenderer to provide two bondsmen in the sum of $2,500 each, the work to be completed within 12 months from the date of signing the contract; and further, that the tenderers be required to submit alternative tenders for the supply of Haddington Island and Kokesilah stone, respectively, in conjunction with their tender for the stone required by the specification.

Ald. Dinsdale said it should be clearly specified as to how the joints were to be. Another thing, there were no details for the contractors to be guided by. He condemned the specifications as being inadequate. He moved that the specifications be made more comprehensive. Ald. Kinsman agreed that certain additional stipulations should be included.

Ald. Dinsdale's views were agreed to and Ald. Stewart's motion then carried.

The Teamsters' Union submitted a new schedule of prices for city work. Received and filed.

Ald. Stewart put forward the suggestion that the city get another team and do more of its own work.

The Market lease question was again taken up. Ald. Yates moved that the city solicitor be instructed to prepare a lease in accordance with the terms of the agreement. The motion was lost, the vote being: Ayes—Ald. Stewart, Dinsdale, Goodacre, Yates and Grahame. Noes—Ald. Kinsman, Cameron, Barnard, Vincent and the Mayor.

His Worship suggested having a conference with the company and attempt to come to some arrangement. The matter was left in the hands of the Mayor to arrange a meeting with the Woods.

The standing committee on Finance recommended the payment of accounts amounting to $1,504.60.

Bylaws to accept a dedication from D. R. Harris of St. Andrew's street and Beacon street, and to provide for the early closing of jewelers' stores, were introduced and put through their initial stages.

The council then adjourned.

Tragedy At The Foul Bay Camp

Life of Little Felix Blair Crushed Out by A Rolling Log.

Heavy Piece of Driftwood Rolled On to Him and Broke His Neck.

Felix Blair, the 12-year-old son of Wm. Blair, photographer, of Yates street, was killed yesterday morning about eight o'clock, on the beach at Foul Bay, as a result of a lamentable accident, which has cast a gloom over the camp of Foul Bay. The little fellow, who was quite a favorite with the campers—for he had a lovable disposition—had his young life crushed out by a log, some 60 feet long and weighing, sodden with water, as it was, some seven or eight hundred pounds. The log, after drifting about the Gulf, had been brought up on the rocks near where the Blairs had pitched their tent, amongst the tented community of some 200 souls. It had been left perched upon the ledge of rock by the falling tide, and when the water went down—and there was a very big fall of the tide—it had been left balancing on the point of rock in a very unstable condition.

Just what happened is unknown, for no one saw the actual tregedy, as far as can be learned; but some of the playmates of the dead boy saw him go over the bank, and a minute or two afterwards saw him, with his life crushed out, and his neck broken, lying dead beneath the big log. He had gone from the tent where the family is camped to play on the rocks above the water's edge, and whether he started the log rolling and was unable to escape from it as it rolled down with gathering momentum toward him, or whether it started—as drift logs often do—without any touch from the dead boy, none can say. All that it is known is, that the little fellow was seen going over the bank on to the rocks where the death-dealing log was perched, and a moment or two later his body was found, lying on its back, with the life crushed out, and the great log pinning it to the rock.

When the body was seen lying beneath the log by Stuart Huggett, a small boy, going down to the water, he ran up to the tents and told his mother. Mrs. Huggett went down, and when she saw the little fellow, and realized that he was dead, she hurried up for assistance, for, unaided, she could not push the log from him. She telephoned to the police and to Dr. Hart. Constable Jake Woods, who is camped with his family at the place, hurried to the scene of the tragedy. He had seen the little fellow before coming to the city, when the dead boy had saluted him, as was his custom, as the officer passed. Dr. Hart arrived soon afterwards, and they removed the body—several of the women having already rolled the log away. It took the combined strength of several to move it.

The sad news was told to the boy's mother as the constable took away the remains, and the carriage had just left when she arrived in a hysterical condition. The women tried vainly to comfort her, and breaking away from them, she ran down toward the water, crying that she would drown herself. The unfortunate woman was hysterical in her suffering, and the sympathy of the community is extended to her and the little fellow's father in their sudden affliction.

An inquest was held by Coroner Hart at the City Hall at 4 o'clock yesterday afternoon, the following jurymen being sworn: David Spencer, W. H. Pennock, Fredk. Maynard, Frank Bone, Robt. Burns and James Mansell. After hearing the evidence of Mrs. Huggett and Edward Sullivan, they found a verdict that the deceased, Felix Blair, had come to his death accidentally, as the result of a log rolling upon him and causing death.

Mrs. Huggett said she is camping at Foul Bay. She knew Felix Blair, who was also camping there. She was going to the beach with her little boy yesterday morning, when the little boy went over to where the log was lying, and saw the body of Felix Blair lying on his back beneath the log. The centre of the log was on his neck. She had been unable to take the log from him, and went for help. She had seen the deceased boy alive and well five or ten minutes before. She saw the log in the water the day before. The tide was very high the previous night and quite low yesterday morning.