Are Discussing The Big Deal

Citizens Engaged in Speculation Regarding Results of C.P.R Purchase.

Rival Transportation Companies Anxious—A Mainland Opinion.

The purchase by the C. P. R. of a controlling interest in the C. P. N. Co. was much discussed among the citizens again last Monday, though little new of an important character regarding the transaction was learned. The utmost secrecy was observed by those interested in the consummation of the deal—so much, indeed, that some of the largest shareholders who disposed of their stock did not know until picking up the Colonist on Saturday morning that the business had passed into the hands of the great railway corporation. It is believed that within a few days all of the remaining unpurchased stock will be acquired by the C. P. R.

In discussing the deal, the question most often asked is: "Will the C. P. R. remove the C. P. N. base from Victoria? and there is a great diversity of opinion on the point. It was contended by some that this would not be done, inasmuch as the C. P. R. would not render useless its wharf property acquired in the purchase. In reply to this it is pointed out that most of the wharves are owned, not by the C. P. N. Co., but by the Hudson's Bay Co. and private individuals.

Much interest in the announcement of the purchase is being displayed by local transportation companies on the Sound, and it is anticipated that there will be much activity displayed to meet the competition which will result from the entry of such a powerful rival as the C. P. R. for the great carrying trade of the North.

The action of the C. P. R. was practically forced if they proposed to compete with the other transcontinental roads for a share of the Northern trade. The Great Northern railway some time ago secured a controlling interest in the Pacific Coast Steamship Company, which has steamers running to all points on the coast; and the Northern Pacific have been on very close terms with the Dodwell line of steamers; in fact it was reported on the Sound yesterday that the railway company had absorbed the steamship company. Railway and steamship men here say this is quite likely, as it is believed that the Dodwells have been anxious to get rid of their short lines, viz., the steamers City of Seattle and Ruth, now operated on the Northern run; the Victorian, on the Whatcom-Seattle route; and the Sehome, on the Victoria-Seattle run. This purchase would place all the transcontinental lines on the same footing in competing for the Northern business. But it is not beyond the bounds of probability that the competition will extend south, as well as north. Since the Great Northern acquired the Pacific Coast Steamship Company, the C. P. R. have been at a disadvantage in competing for the freight and passenger business to and from San Francisco; and there is a possibility that to retain what they have of this trade and to add to it, they will place a line of steamers on between Vancouver and Victoria and San Francisco.

In Saturday's issue the Vancouver World dealt editorially with the important transaction as follows:

"The announcement is officially made that a controlling interest in the capital shares of the Canadian Pacific Navigation Company has been secured by the Canadian Pacific Railway Company. This is one of the most important transactions which has yet taken place in this province. Its consequences are so far-reaching that no one can correctly estimate them. It is no secret that the new proprietors of the C. P. N. Company for some time back have not been entirely satisfied with the service supplied between Vancouver and Victoria, and vice versa. Indeed, some time ago the relations became so strained that the C. P. R. Company had built for the service the steamer Prince Rupert, a vessel which it was claimed would cover the distance of 80 miles in less than four hours, and make it an all day trip. Negotiations, however, between the officials of both companies resulted in the Prince Rupert being stopped on her way to this city and sent to the Nova Scotia-Prince Edward Island run.

"That the acquirement of the interests of the C. P. N. Company by the Canadian Pacific Railway will be beneficial to the trade and commerce of the West, goes without saying. It is stated that the present fleet of vessels will be largely increased by the addition of more commodious vessels—modern in all their details, and in construction to be specially adapted to the requirements of the constantly increasing trade between Vancouver, Victoria, the North and other Coast points. The control of the fleet owned by the C. P. N. Company will enable the railway company to so arrange with shippers and others a tariff of charges which will be in the interests of the public, as there will be no intermediaries to consult or deal with. This of itself will prove a great boon to the business and travelling community at large. The introduction of a largely increased capital by the new owners, and the construction and acquirement of modern vessels will have the effect of greatly popularizing the changed condition in our transportation affairs. The change comes at an exceedingly opportune period, and will, it is confidently believed, effectually solve the problem of the Northern trade. Whatever the Canadian Pacific Railway Company undertakes to do in the matter of transportation—whether by land or water—it does well. It is, therefore, a matter of satisfaction and congratulation that when a change came to be made, the control of this exceedingly valuable property fell into the hands of the C. P. R. Co. It is a guarantee that the interests, comfort and convenience of the business and travelling community will be well looked after."

NAVAL NEWS.

Rear-Admiral Beaumont Now En Route to Sydney—Ratings for This Station.

The Naval and Military Record says: "Rear-Admiral Lewis A. Beaumont, the newly-appointed flag officer to command the Australian station during the visit of the Duke and Duchess of York to those colonies, received his final orders at the admiralty, and is now on his passage to Sydney, New South Wales, to relieve Rear-Admiral Hugo L. Pearson, in the command of that station.

"Ratings for the Pacific station left Devonport on Thursday for Liverpool, where they embarked in the steamship Carthaginian.

Acting Lieut. M. O'Connor, R.N.R., was re-appointed to the Arethusa, formerly of this station, until the end of her present commission—March 12, 1901.

"The present strength of the principal navies of the world may be summarized as follows: Great Britain, 72 ironclads and 100 protected cruisers; France, 39 ironclads and 30 protected cruisers; Russia, 27 ironclads and three protected cruisers; Italy, 13 ironclads and 14 protected cruisers; Germany, 23 ironclads and 14 protected cruisers; Japan six ironclads and 14 protected cruisers; and the United States, 14 ironclads and 14 protected cruisers."

The Kidnapper Who Didn't

How a Japanese Pair Attempted to Escape From Their Countrymen.

Improvised Bed-Clothes Rope to Lower Woman From Hotel Window.

There is trouble in the Japanese colony arising out of an attempted kidnapping, and, as is sometimes the case when trouble arises, a woman is at the bottom of it—a woman and two, or it may be several, men. The woman has an unpronounceable name. It is over an attempt to kidnap this woman, frustrated in a manner which would make a new Lincoln J. Carter drama, that the trouble has arisen in the Jap colony, and the little brown men's society is rent.

It is nearly a week ago since the would-be kidnapper came from Vancouver with a friend. He wanted a room for himself and friend. He got the room and retired, and in the morning the friend left. The first Jap accompanied him to town, and at noon returned with a woman, saying she was his wife, and was given a room on the second floor.

Scarcely an hour had passed when two or three Japanese came to the hotel, and, stalking quietly across the office, they went to No. 67, the old room, but it was empty. A little later another deputation came and followed the same procedure; and then, some short time afterward, came Constable Carlow and another Japanese, a local boarding-house keeper. Officer Carlow inquired if there was a Japanese couple in the hotel.

To the officer the clerk told the story of the Japanese upstairs.

"She's another man's wife," said the constable.

"No," said the clerk.

"Yes," said the constable, "and this Jap's trying to kidnap her. She's got a husband here.

Then came the Jap from his unsuccessful search, and he spoke of the husband, and there was for a time a tangle as to whose wife she really was.

The constable and the clerk did not think they had sufficient jurisdiction to decide, and the officer went away with the Jap accompanying him.

It was about 8 p. m., and the guests were finishing dinner, when a hack drove up with Officer Carlow, the Jap of the previous visit, and another Jap, who was introduced as the real thing in husbands. The contingent inquired for the lady and the other professed husband, and, being informed that they were upstairs in their room, they went up the two flights. They were gone some time, and the clerk had all but forgotten them, when, as he was showing two new guests to their rooms, he found the party in the hall, with the room of the Japanese couple shut and both parties talking through the key-hole. The door was forced open, and the officer and Japs entered.

The window was wide open, the lower sash raised as high as it would go, and standing by the window, with one end of a strange-looking life-line around her waist, was the woman. Standing at the other side of the open window was the man, with the end of this line in his hand. They had taken the sheets, blankets, quilts and bed-spread, and, knotting all strongly together, made a long rope, with which escape was to have been made, ere the invaders came in and spoilt the ingenious scheme.

The bedding-made rope was, however, all too short. It would not reach from the second story window, which opened over some private grounds near by. Its limit would have left the woman dangling in mid-air, far above a safe place to drop from, and if Japanese necks are no less breakable than those of the Occident, a broken neck might have been the result had the scheme been attempted. The sudden entry, however, prevented all chance of this.

The woman shrank back, but not quick enough to avoid a blow from the husband, who came with the police. For this he was bundled out into the hall by the policeman, and there he remained until this act closed with the removal of the woman by the officer, who took her down to the hack, and, it was understood, drove to some refuge home.

The Season's Sealing Fleet

Thirty-Three Vessels Will Go Out—Eight Bound Across to Japan.

Schooner's Master Tells of Seeing a Ship Disappear--Tees Sails.

Word has been received from the schooner Dora Sleward from the south, she having reported all well from Monterey. It is not decided whether she will cross to the Japan coast and Copper islands, and a same indecision prevails regarding the schooner Enterprise, which recently continued her cruise from San Francisco. The Viva, which was to have sailed on her cruise yesterday, is still in James Bay, having been delayed by the contrary winds of yesterday.

The fleet to go out will number thirty-three in all, eight going to the Japan coast and Copper islands with white hunters, exclusive of the schooners Enterprise and Dora Sleward, which being counted with the coast fleet, give a total of 25 schooners on the coast. Of the fleet fifteen schooners have already sailed the Arietis, Diana, Dora Sleward, Enterprise, Geneva, Otto, Triumph and Umbrina on the coast, and the Aurora, Borealis, City of San Diego, Carlotta G. Cox, Director, Mary Taylor and Vera for the trans-Pacific sealing grounds.

The total fleet with the masters commanding the different schooners will be as follows: On this coast: Annie E. Paint, Capt. D. G. Macauley; Alnoka, Capt. A. McDougal; Allie I. Alger, Capt Baker; Arietis, Capt. Heater; Beatrice, Capt. St. Clair; C. D. Rand, Capt. J. Searle; Diana, Capt. Nelson; Dora Sleward, Capt. O'Leary; Enterprise, Capt. Gullin; E. B. Marvin, Capt. Campbell; Favorite, Capt. L. McLean; Florence M. Smith, Capt. W. Cox; Geneva, Capt. Byers; Hatzic, Capt. Dodge; Ida Etta, Capt. H. Hughes; Libbie, Capt. C. Hackett; Otto, Capt. Gosse; Penelope, Capt. W. Heater; Sadie Turpel, Capt. Bishop; Triumph, Capt. C. N. Cox; Teresa, Capt. Ferry; Umbrina, Capt. Hansen; Victoria, Capt. R. Balcom; Viva, Capt. McPhee; and Zillah May, Capt. H. Balcom.

The fleet for Japan is: Schooner Aurora Capt. Cole; Borealis, Capt. Munro; City of San Diego, Capt Blackstad; Carlotta G. Cox, Capt. C. LeBlanc; Casco, Capt. M. Ryan; Director, Capt. Anderson; Mary Taylor, Capt. O. Buckholtz, and Vera, Capt. C. Burnes.

Other vessels may be added to the fleet for the coast, although it is not likely, for it is generally conceded that the schooners Carrie C. W., Ocean Belle, Ocean Rover, Saucy Lass and Walter L. Rich, all of which went out last season will this year remain in port. The fleet will number four schooners less than that of last year for both the coast and Behring Sea, and two less than the number which went out on the British Columbia coast.

The farming out of the seal hunting privileges on the Russian islands across the Pacific, more especially on the Commander and Walrus islands, will take place at Khabarosk in Eastern Siberia during the coming month, according to the St. Petersburg correspondent of the London Daily Mail.

A SEA TRAGEDY.

Capt. of Lumber Schooner Reports Having Witnessed a Ship Engulfed.

The sea has given the marine underwriter and the men of the waterfront another mystery to speculate over. They now ask each other, "What big ship was it that turned turtle in the gale of December 22nd, the storm which caused such a lot of damage to vessels in the North Pacific? The question was caused by a report given by the master of the schooner Bertha Dolber, in a letter from Gray's Harbor to the Merchant's Exchange: The notice as posted by the exchange reads:

"Captain Mattison of the schooner Bertha Dolber at Gray's Harbor, reports having been outside the bar there for two weeks. On December 22nd at 9 a. m., a ship came was close by the schooner. During a terrific squall of about ten minutes' duration, this ship disapeared, and it is thought to have sunk."

The letter, which was dated January 4th, causes much comment, for there are many vessels missing. Many believe that she must have been the Andrada, which two days before the time Capt. Mattison saw the vessel disappear, arrived off the Columbia and took a pilot on board, intending to go over the bar the following morning. She was blown to sea that night and has not been seen since. The River Rickmers is another vessel missing under similar circumstances. She arived off the Columbia on November 30th, took a pilot and was then driven out to sea, and has not been sighted since. She was missing 22 days with the pilot on board when Capt. Mattison saw the big ship in the squall. Other missing vessels for the Columbia are the Scottish Lochs, from Tocapilla, Peru; Bertha from Wei Hei Wei; Otto Gildermeiser and Rathdown from Yokohama, all long overdue, the last named being practically given up.

The report of the schooner's master recalls the fact that when the steamer Tnyra arrived at Portland on December 18th last, she reported having seen a four-masted bark, with painted ports, on the 15th, flying some kind of signals, and it was figured from the description that she was the Bertha. But was the Bertha the vessel seen by Capt. Mattison? There is where the insurance speculators are going with a mystery. Evidently there has been a sea tragedy, but which of these six missing ships was the victim?

The only overdue vessel bound here is the Castle Rock, on which 25 per cent is now being paid. She is now 79 days out from Hongkong for Royal Roads.

Scrofula in the blood shows itself sooner or later in swellings, sores, eruptions. But Hood's Sarsaparilla completely cures it.

THE TEES SAILS.

Carries Many Imported Cigars Shipped to Dawson by Local Firm.

The smokers of Dawson will smoke up when the shipments of Ben Franklin and other imported cigars shipped on the steamer Tees consigned to Macauley Bros of Dawson, reach their destination. The Tees sailed on Saturday for Skidegate and Skagway, and her largest shipment was of cigars, which were shipped by Wilson Bros. The other shipments were mostly groceries and supplies for the northern settlements. The passengers were few. Included among them were W. Weeks and wife, who were bound to Dawson, and who took up dogs and a sled with them to make the trip over the ice; Mr. Tennant, manager of the oil works at Skidegate, and Mr. and Mrs. Wood, of Capt. Oliver's oil works.

MARINE NEWS.

San Francisco—Arrived, Jan. 13, str Walla Walla, from Puget Sound; str Robert Dollar, from Seattle; str Arcata, from Coos bay; str Bonita, from Newport. Sailed, bk Guy C. Goss, for Vancouver; str Columbia, for Astoria; schr Roy Somers, for Grays harbor; str Newbury, for Grays harbor.

MARINE NOTES.

The new river steamer to be built for R. Cunningham, for service on the Skeena, of which details were given some weeks ago in these columns, will be built by Alexander Watson, of this city, to whom the contract has been awarded. The machinery of the stern-wheeler, which is to be 130 feet long, 24 feet beam, and draw 18 inches, will, it is understood, be supplied by the Albion Iron Works. The steamer will be modelled after the style of the Monte Cristo, in conjunction with which vessel she is to run.

FIRST CERTIFICATE.

Japanese Complies With the Provisions of the Immigration Act.

The first certificate issued under the provisions of the British Columbia Immigration Act was on Saturday granted to a Japanese, W. Charles, who arrived here by the steamer Sehome. When examined in the usual way by W. H. Ellis, the immigration inspector, the Jap promptly filled out the application for admission, in English, and signed his name in it. Charles is a naturalized British subject, a blacksmith by trade, and during the fishing season resides on the Skeena river. The police magistrate having decided that Chinamen are excluded from the provisions of the act, by sub-section F, of section 2, no attempt will be made to enforce the act as against them, although it is probable that the decision will be appealed against. The clause on which the magistrate based his decision is: "2. This act shall not apply to (F) any person the terms of whose entry into Canada have been fixed, or whose exclusion from Canada has been ordered by any act of the parliament of Canada." By placing a head tax on Chinamen entering Canada, it is contended that "terms of their entry have been fixed by an act of the parliament of Canada." The act, however, is to be enforced against all other immigrants coming in. Already it has had its good effects, as all the Sound and San Francisco steamers are now refusing to accept passengers of the class that the act aims at if the slightest doubt exists as to their being allowed to land upon their arrival here. The officers of the company, too, are giving the immigration officer every assistance.

THE YEAR'S TRADE.

R. P. Rithet & Co.'s Review of Provincial Industries During Past Year.

The business of the past year is reviewed as follows by Messrs. R. P. Rithet & Co. in their freight and shipping report for January:

"The general business of the whole of British Columbia has made rapid strides during the year 1900, and perhaps in no one year for a long time back has there been more satisfactory advancement and expansion in almost all directions than during the year just closed.

"Mining has been vigorously prosecuted, both on the Mainland and Island, with gratifying results, and this industry continues to attract the practical miner as well as investors.

"The timber business has been remarkably good, and our export mills have been kept fully and profitably employed. The difficulty of obtaining raw material is steadily increasing, and the low prices which existed a few years ago are not likely to be repeated. Freights have been high and tonnage scarce all through the year, and although a decline is looked for in the near future, there is so far very little indication of lower rates.

"Salmon-packing has been very disappointing, the run of sockeyes in the Fraser river having been one of the worst on record. In other districts, however, good packs were secured, and more attention has been given to the fall run. The total pack of the province was not so very far short of ordinary years. Prices advanced considerably, and the market is in a healthy condition.

"The sealing business was carried on energetically, but, while the average catch per schooner was smaller than in the previous year and the first cost greater, the high prices obtained at the annual sales enabled sealers to realize fair profits.

"British Columbia coal continues to be in good demand, and a larger fleet of steamers and sailers have found employment, carrying the product of our mines to foreign markets.

"The outlook for 1901 is exceedingly bright in all branches of business."

APPEAL MADE TO CARNEGIE

Millionaire Philanthropist Is Asked to Endow a Public Library Here.

The Colonist learned Saturday that the Rev. Dr. Wilson, of the Reformed Episcopal church, had drawn the attention of Andrew Carnegie, the great millionaire philanthropist, to the necessity which exists in Victoria for an improved public library, assuring him of the gratitude and pleasure which the people of this city would manifest should his generosity lead him to include this city in the list of places which are to benefit from his generous donations for the good of the people.

Dr. Wilson was moved to such action by a knowledge of the necessity which exists in Victoria for a better public library and the fact that at one time the great philanthropist was a parishoner of his during his ministerial labors at Pittsburg, Pa.

Victorians will await with keen interest Mr. Carnegie's reply. The necessity for a better library is very pressing, and should Mr. Carnegie make a donation, the city would provide a site for a building, if the contribution took that form, without hesitation on the part of the ratepayers.

Mr. Carnegie has recently made a very liberal donation to the city of Seattle, which lost its fine public library a few days ago by fire.

McLaughlin-Carlow.—On Sunday afternoon a quiet wedding took place at the residence of John Danes, Frederick street. Rev. J. F. Vichert made C. G. McLaughlin and Miss Fanny Carlow man and wife. In the evening Mr. and Mrs. McLaughlin left for Seattle, where their honeymoon will be spent. Later in the week they will return to Victoria and take up their residence at 120 Vancouver street.

When Is Salmon Good for Food?

Medical Experts Express Opinion on the Important Question.

A Valuable and Timely Letter From Fisheries Overseer Galbraith.

The numerous references which have been made of late to the question as to whether salmon caught during the breeding season are fit for food, has led Mr. W. M. Galbraith, fisheries overseer, to take steps to have his statement, that they are not, supported by the opinions of prominent medical men who have a knowledge of the subject. Mr. Galbraith forwards the following letter to the Colonist:

Sir,—In your issue of Friday last, you mentioned that the "theory" put forward by me, "that salmon at certain seasons of the year are unfit for food," had been "discredited" by Dr. Fagan. I can only presume that Dr. Fagan has not studied the subject; and did your mention of the matter effect me only, I would not have troubled further with the subject. As, however, the question largely affects the welfare of the public, I consider it my duty, as a public servant, to repeat what I think is a well-established fact, namely, that salmon during the breeding season are not fit for food. As, however, you state that my opinion is discredited, I have thought it right to give the public the benefit of other advice, which I trust they will consider worthy of attention. I have done my best to obtain as impartial an opinion as possible upon the subject. To enable me to do this, I have addressed the following four questions to Fleet Surgeon W. Tait, Esq., R.N., H.M.S. Warspite; Staff Surgeon P. B. Handyside, Esq., R. N., R.N. Hospital, Esquimalt; Edward Hasell, Esq., M.D., Royal Jubilee Hospital, city, and O. Meredith Jones, Esq., F.R.S.S., 83 Fort street, city. The questions are as follows:

1. "Do you consider salmon nearly ripe for spawning, and salmon newly spawned, fit for human food?"
2. "Have you ever seen salmon exposed for sale in the fish stores in Victoria that you considered unfit for food?"
3. "Do you consider the majority of salmon offered for sale during the winter months fit for food?"
4. "Are you aware that the health authorities in England seize large quantities of fish every year in a state unfit for food?"

I enclose the reply I received from each of the gentlemen I wrote to, and trust you will see fit to enlighten the public as to the true state of the matter. Personally, I have nothing further to do. Once I have warned the public of the risk they run, they must be the judges themselves as to the fitness of these fish for food.

W. M. GALBRAITH,
Fishery Overseer.

Answering Mr. Galbraith's questions, Dr. O. M. Jones says: "Foul or unclean salmon—that is, salmon near the spawning season—is certainly unfit for human food. I have frequently read accounts of cargoes of fish in England being condemned as unfit for human food. I have not paid sufficient attention to the state of the salmon exposed for sale in the winter to be able to offer any opinion."

P. B. Handyside, surgeon at the Royal Naval hospital, Esquimalt, says: "I do not consider salmon during the breeding season fit for food."

Dr. Wm. Tait, fleet surgeon, H.M.S. Warspite, answers by saying: "I consider salmon nearly ripe for spawning and salmon newly spawned are undoubtly unfit for human food."

Dr. Edward Hasell, who is looked upon as somewhat of an expert on the subject, says: "No salmon is fit for food while ripe with spawn, or which has just shed its spawn. I have certainly seen salmon exposed for sale which were not fit for human consumption. As to your third question, the only salmon which begins to be fit for food in the winter months is the spring salmon, or 'chonicha.' Many of those exposed for sale are foul gravid specimens."

THE GRIM REAPER.

His Harvest of Death Yesterday—Dr. Richard Croft Dead—Demise of Mrs. M. Gutmann.

The death occurred Tuesday morning of Mrs. Moritz Gutmann, after a very short illness. The funeral, which will be held from her late residence, 171 Pandora street, will take place on Thursday at 2 p. m., and services will also be held at the Jewish cemetery. Mrs. Gutmann, whose sudden death has thrown so many friends into sorrow, was the daughter of the late Mr. Hyams, and after his death, she—then Miss Adelaite Rosetta Hyams—and her mother conducted an opticians' store in this city. She was but 28 years of age, and for long has been one of the most respected members of the Hebrew fraternity in this city, as well as a prized friend of a great many without that faith. She was a native of Cambridge, Mass.

Another death which took place yesterday was that of Dr. Richard Croft, step-brother of Mr. Henry Croft, of this city. He was taken ill with pneumonia on Sunday morning, and was then removed to the Jubilee hospital, where he died yesterday morning. The late Dr. Croft was 30 years of age and a native of Leicestershire, England. He owned property across the Straits at Port Angeles and Dungeness, and practiced for some time in those towns, living here, however, a greater part of his time. He leaves a widow and a brother, John Croft, now in the Philippines, together with his step-brother, to mourn his loss. The funeral has been arranged for Thursday.

Another death to be recorded is that of Walter E. Shaddick, a brother of Thomas Shaddick, of Cowichan. He died as the result of being struck by lightning at Standerton, South Africa. While he had no connection with the Fifth Regiment of this city, of which his brother was a member some time ago, the late W. E. Shaddick had a war record to be proud of. He was sergeant-major of the fighting Devonshires and served with that regiment all through the Soudan and South African campaigns.

John Lang, a former resident of Victoria, was another victim of the Grim Reaper, he having died at Los Angeles on the 9th instant. The late Mr. Lang came to this city in the days of the Fraser river rush in 1858, and spent 12 years in this city. He was 76 years of age. He removed from here to Los Angeles, where he leaves a widow and two sons. He was a native of Devonshire, Eng.

COURT NOTES.

Proceedings in the Full Court and Chambers Yesterday Morning.

Justices Walkem, Drake, Irving and Martin were in attendance at the resumption of the sitting of the Full court Monday morning. The Chief Justice is suffering from a sprained ankle, and was therefore unable to be in attendance. The appeal list, a very long one, includes several cases from the Yukon territorial court. The first case taken up was Stevenson v. Parks, an appeal from a decision by the Gold Commission of the Yukon. Mr. Cassidy, for the plaintiff, applied for an adjournment on the ground that the stenographer's notes taken at Dawson were not available. The motion was adjourned.

In the case of Bird et al v. Veith and Borland, the plaintiff sued the defendants for damages for failure to deliver according to contract, a pack train at Telegraph Creek. The jury gave a verdict in favor of the plaintiff, and named the damages at $3,700. The defendants appeal on the ground that the verdict was a perverse one, given against the judge's charge. E. V. Bowell, Q.C., and L. P. Duff, Q.C., for appellants; E. P. Davis, Q.C., and L. Crease for the respondents.

The case of Victoria v. Bowes, an application for a speedy judgment, is the first on the list in the cases coming up in Chambers to-day. In the case of Crossby v. Cunningham, the summons was dismissed.

In the Admiralty court, the case of Smith v. the Empress of Japan was heard, a motion being made for the plaintiff to give security fixed at $35,000. The order was made.

The peremptory list for the Full court to-day is:

1. Bird v. Veith, continued.
2. Bullock v. Collins.
3. Williams v. Faulkner.
4. Raymond v. Faulkner.
5. Robertson v. Bossuyt.

Steamer Amur Reaches Port

Brings Details of the Wreck of the Steamer Tillamook.

Steamer Aloha Also Had a Narrow Escape From Destruction.

Steamer Amur returned on Sunday from Skagway, making a quick trip. She left Skagway on the morning of Wednesday last, with 23 passengers, including J. St. Clair Blackett, formerly of this city, but for several years past a merchant of Skagway; P. A. Rasmussen, a mining man, heavily interested in mines in the Porcupine district; A. E. Borton, who left Dawson on January 2, and made a fast trip out by the C. D. Co. stage system; H. E. Weymouth, of the business staff of the Dawson Daily News; A. J. Baker, C. P. Mack, A. W. Hallock, J. Tolmie, Mrs. J. Troudill, Mrs. Gregory, N. Forrest, G. M. Carpenter, Percy Palmer, W. E. Jacobs, J. West, A. E. Pretly, J. H. Childs, J. Henderson, T. A. Barrow, J. E. Harris, Alex. McDonald, J. B. Lincoln and J. McRae. The steamer passed the City of Seattle at Ketchikan. The Sound steamer reported having had a slight accident to her machinery, having cracked her web crank shaft.

Full details of the wreck of the steamer Tillamook, the mystery of whose disappearance was cleared up, as told in Sunday's Colonist by the arrival of the steamer Aloha at Juneau, were brought by the Amur, and supplement the reports already given. It seems, according to news received by the Amur, that the Aloha, too, ran ashore on a reef, fourteen miles off Sand Point, and narrowly escaped destruction.

"The Tillamook sailed from Juneau for Valdes and the westward on November 2, making a successful voyage; landing a large cargo of government supplies at Valdes," says a Juneau paper, received by the Amur. She sailed on the return trip, expecting to make Juneau on December 2. On Thanksgiving day at 5 p.m. she struck on an uncharted rock extending out from Wood island, near Kodiak. The weather at the time was not severe and the wind moderate, so that no difficulty was experienced in lowering the boats and landing the few passengers on the nearest land, which was four miles away. The receding tide left the steamer high and dry, and efforts were at once made to save as much of the baggage and the boat's effects as possible. Until half-past six the following morning the boat's officers and crew worked like beavers, and when the water filled the hold it found but little of the cargo, supplies or baggage. For eight days the crew worked with the wreck, saving everything possible.

Seventeen wearisome days were spent at Kodiak, the nearest place, until the arrival of the Aloha, westward bound. That vessel continued her trip to the west, taking the shipwrecked on board. But their trials were not yet over. Ten miles off Sand Point, a well known promontory near Prince William sound, the Aloha found another sunken reef. She struck at ebb tide and after eight hours of uncertainty she floated clear. Her pumps easily kept the hold clear. On reaching Juneau a survey was made and a large hole was found in her bow. Being a wooden boat, she can easily be repaired on reaching Seattle. A temporary bulkhead is now being placed in her at Juneau. E. F. Miller, vice-president of the Alaska Mail Co., operating the two steamers, was a passenger on the ill-fated steamer.

Special Officer O'Sullivan, of Unalaska, arrived at Juneau on the Aloha with an Indian murderer who beat his wife to death with a club. The Indian is accused of killing his former wife in the same manner and of trying to kill his sister. Judge Whipple, the commissioner of Unalaska, bound him over to Judge Noyes' court at Nome and sent him to that city for safe keeping.

SOUTH WINNIPEG BY-ELECION

Will Be Held the Last Day of January—Morrison Dies To-day.

From Our Own Correspondent.

Winnipeg, Jan. 14.—The writ for the South Winnipeg bye-election for the legislature, to fill the vacancy caused by Hugh John Macdonald's resignation, was issued to-day. The election will be held January 31, and nominations January 24. J. T. Gordon, cattle-dealer, is mentioned as the probable Conservative candidate. The Liberals are anxious that the ex-Attorney-General should run as their candidate, but he may not consent.

A Regina despatch says Radcliffe, the hangman, is there to execute John Morrison, who killed several members of the McArthur family last fall. Morrison will be executed upon the scaffold from which Louis Riel dropped in 1885.

Standing Chief, the Indian who shot dead a half-breed named Wapingin, a short time ago, at Moscowpehen reserve, during a drunken quarrel about a girl, has been arrested in the United States. Wapingin's wife and a half-breed named Gilbert Favel are in the Regina jail as accessories to the crime.

A public demonstration in honor of the returning soldiers of the second contingent was held here to-night. Addresses were made by Major Williams, Premier Roblin, Chief Justice Killam, and others.

GOVERNMENT SUSTAINED.

French Chamber of Deputies Defeats M. Sembat's Motion.

Paris, Jan. 14.—The government was sustained in the chamber of deputies today by a vote of 310 to 110, on M. Sembat's interpellation regarding the Pope's alleged interference in the internal affairs of France.

TRIED FOR MURDER.

Three Paterson Men Accused of a Revolting Crime.

New York, Jan. 14.—The trial of Walter L. McAllister, Andrew Campbell and William A. Death, three of the four men accused of the murder of Jennie Bosschieter, a mill girl, of Paterson, N. J., under circumstances revolting in their utter lack of human consideration, commenced to-day before Judge Dixon at Passiac.

CASUALTIES.

Official List of British Losses at Belfast Published.

London, Jan. 14.—The Official list of the British casualties in the recent fighting at Belfast, shows 29 killed, 59 wounded and 75 missing. This does not account for the British losses at other points of simultaneous attacks by Boers, namely, Wonderfontein, Nooitkedacht and Wildfontein, and shows that affairs in that quarter were more serious than Lord Kitchener reported them to be.

INAUGURATED.

Mayor Howland of Toronto Formally Takes Office.

Toronto, Jan. 14.—(Special)—Mayor Howland was duly inaugurated this morning at the pavilion. There was a large attendance of the public. The following aldermen were elected to the board of control: Sheppard, Frame, Lamb and Hubbard.

MODUS VIVENDI.

Mr. Chamberlain Requests Newfoundland to Renew It For One Year.

St. John's, Nfld., Jan. 14.—Mr. Joseph Chamberlain, imperial secretary of state for the colonies, has applied to the colonial ministry to renew for the present year the modus vivendi respecting the French shore question, in order to enable negotiations to be conducted with France during the coming summer for a settlement of the question. The cabinet is not willing to agree to this suggestion unless some definite proposals are made.

SIEGE OF TROYES.

Coquard Barricades His House and Defies the Authorities.

Troyes, France, Jan. 14.—To-day an enormous crowd gathered at St. Savine, near the house of the man Coquard, who last Saturday, when pursued by the police, shut himself in a garret with a quantity of arms and ammunition, and threatened to kill anyone who approached. The house is now cordoned by the troops and gendarmes, at a distance of 500 yards. The killing by Coquard yesterday afternoon of a citizen who on his own responsibility attempted to make terms with the fugitive, has terrorized the spectators, and no one dared to enter the building to-day.. Although nothing has been seen or heard of Coquard, the gendarmes fired shots into the building, in the hope of inducing him to appear; but there was no response, and it is said that he escaped last night or hanged himself. The house will be entered to-morrow.

No one knows better than those who have used Carter's Little Liver Pills what relief they have given when taken for dyspepsia, dizziness, pain in the side, constipation, and disordered stomach.

MORGAN'S MOTION.

Wants to Sweep Aside Clayton-Bulwer Treaty Obligations of the States.

Washington, Jan. 15.—Senator Morgan to-day introduced a resolution declaratory of the non-effect of the Clayton-Bulwer treaty upon the right of the United States to construct the Nicaragua canal. The resolution cites the protocol with Nicaragua and Costa Rica as preamble, and then proceeds as follows:

"Resolved, that the Clayton-Bulwer treaty of July 4, 1850, gives no right to Great Britain to demand that the congress of the United States withhold its ratification of said agreements or shall abstain from legislation to provide for their prompt execution;

"That the ratification by Great Britain of the Hay-Pauncefote treaty of Feb. 5, 1900, as the same has been amended in the senate, is not a condition precedent to legislation by congress in providing for the execution of said agreements with Costa Rica and Nicaragua, nor are the principles or provisions of the Clayton-Bulwer treaty any just or admissible ground of objection on the part of the enactment of a law by congress providing for the execution of such agreements with Costa Rica and Nicaragua."

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