

Islander to Go On Service

C. P. N. Will Put Their Flagship on the Skagway Run.

The Board of Trade Will Lay Its Views Before the Premier.

A meeting of the Council of the British Columbia Board of Trade, Victoria, B. C., was held this morning in the Board of Trade rooms.

The report of the committee appointed to look into the matter of government smelters reported as follows:

Victoria, B. C., 31st December, 1900.

To the Secretary of the British Columbia Board of Trade, Victoria, B. C.

Sir:—In accordance with the resolution of the council of the B. C. Board of Trade of the 17th, your committee have made enquiries from the Brisbane Chamber of Commerce, Queensland; the Wellington Chamber of Commerce, New Zealand; the Perth Chamber of Commerce, West Australia; the Sydney Chamber of Commerce, N. S. Wales, and have received full communications from these sources.

We find from the information before us that there are no government smelting works established in any country but Germany, at Freiberg, but the works at Freiberg are run in connection with state owned mines.

The establishment of government smelting works, even if possible, would appear to be of questionable expediency, as they would interfere with private enterprise.

A smelter established by the government would have to be prepared to smelt all classes of ores. This would require an enormous plant, and a large staff of skilled metallurgists, as no one individual sufficiently competent to undertake all branches of metallurgy could well be secured; and moreover the government would have to give their plant up to date in order to keep the best results; and the initial cost of the works would by no means represent the necessary outlay.

We have reason to believe that just as soon as the output of ore on the Coast is sufficient to justify it a smelter will be erected by parties who are waiting for the opportunity.

Yours obediently,

HENRY CROFT, DINKLEY CREASE, FRED. J. CLAXTON.

Acknowledgments were received from Ottawa of a number of communications of the board, including that urging the extension of trade with Siberia, and the recommendation of the board that Canada should be represented at the commonwealth ceremonies in Australia.

Letters were also received from Vancouver Board of Trade in reference to the formation of a joint board of British Columbia. Another letter was read challenging the title of the board. All of these were filed.

In connection with the Australia trip, Col. Prior suggested that Sir Wilfrid should take the provincial premiers with him to Australia.

H. F. Evans, of Rossland, wrote asking that the board co-operate to protect the English investors from boomsters operating in that district.

Some discussion followed the reading of the letter, which charged the attempt on the part of some parties of attempting to unload worthless collaterals. Several members stated the matter shelved, while others stated that the contents of the letter practically bore out their own information. The letter was acknowledged.

A resolution passed by the United Plumbers' Association of Southern India was forwarded from Madras. The writers recited the unsatisfactory condition of the tea and coffee trade in India and suggested an Imperial Fiscal Federation for the protection of British interests against the world.

The letter was acknowledged, the writers being informed that the board endorsed the scheme.

An account of \$365.40 for printing the annual report was passed, from the Colonialist, and a "pocket" of \$10 for the elevator operator.

The programme for next Friday's quarterly meeting was discussed, Mr. McCandless urging that northern transportation should engage their attention. The board had nothing definite on that subject. Mr. Leiser announced that the Islander would be put on that run by the C. P. N.

Mr. Graham suggested that Mr. Dunsuir be asked what he intended to do in regard to the extension of the railway to the northern end of the island, and as to whether he had secured the co-operation of the Federal members.

Mr. Graham pointed out that the first thing Mr. Dunsuir would be met with at Ottawa would be a question as to whether he had the support of the representatives from British Columbia.

A special committee was appointed to wait on the Premier in reference to building a road to the north end of the island and opening up the reserve. The chairman, Messrs. Mara, Crease, Earle, Templeman, Prior and Leiser to wait on him. The same committee will wait on the C. P. N. Co. in reference to improved transportation.

They will report at the quarterly meeting on Friday.

HEADACHE RELIEVED INSTANTLY

Got a constant headache? Ten chances to one the secret of your suffering is that "white man's burden," catarrh. Here's a sentence from one man's evidence for Dr. Agnew's Catarrhal Powder: "One application gave me instant relief, cleared the nasal passages and stopped the pain in my head." It's a quick, safe and sure treatment, and it never fails to cure. Sold by Dean & Hiscocks and Hall & Co.—20.

CAUSE OF DELAY. As Soon as Floors Are Laid, All Will Be Ready.

The delay in commencing active operation at the new pumping station at North Dairy Farm is caused by the work of laying the floors of the engine and boiler rooms, which is now being carried on by the city. It is expected that this will be completed in about a week, when the new plant will be put in operation. So far, however, there is no urgent necessity for extra pressure.

At the same time it is anticipated that when the new pumps commence work in earnest some material flaws in the mains will be exposed. For instance, the other day, during the fire on the dry-dock on Humboldt street, one of the pipes of the Cook street main near Hillside avenue burst, and the acting chief, H. McDowell, found it necessary to rely entirely on the chemical engines to extinguish the flames. The break was caused by a defect in the pipe, which was incapable of standing ordinary pressure. This is probably not the only pipe with defects of this sort and it will not be until operations have commenced that they can be located. However, as each break occurs the necessary improvements and repairs will be inaugurated, and the city will have water galore.

ROBBERY WITH VIOLENCE. Is the Charge Against Thomas Netis—Remanded Until Saturday—Counter Case.

The charge against Thomas Netis, the Greek, of robbing Wm. Thiemson, proprietor of the Germania saloon on New Year's morning, was heard in the police court yesterday afternoon, the proceedings having been adjourned from the morning. According to the evidence of Thiemson, Netis, who had been in and out of the saloon throughout the night, came in about 8 o'clock in the morning and grasping a hammer, demanded some money, which he contended had been stolen.

Thiemson was frightened, and going to the safe drew out three \$10 bills, which he handed over to Netis. Netis took the money, but remarked that he had \$80 stolen from him, and wanted it all returned. A police constable was summoned, and when he arrived the accused laid the three \$10 bills on the bar and placed with it \$27, asking that Thiemson be compelled to return the remainder of the \$80 which he alleged had been stolen. Thiemson charged Netis with robbery with violence, and the Greek was taken into custody. A woman who was with him, was gathered in as a necessary witness. The case was remanded until tomorrow, and bail has been fixed at \$1,000 in the accused, and two sureties of \$500 each.

A counter charge has been laid by the Greek against Thiemson, which was also remanded. F. B. Gregory will appear for Thiemson, and F. Higgins for Netis.

A BIG SUIT. E. & N. Railway to Defend an Action for \$20,000 Damages.

The first two summonses to be taken out this year were issued this morning, when A. L. Belyea entered action against the E. & N. Railway Company for the sum of \$20,000 damages.

The action was taken on behalf of the administrators of the estate of Hugh Bruce Thompson and Henry Manetta Saunders, who were killed in the collision on the E. & N. road last summer. The sum of \$10,000 is claimed in each case.

An application was made in chambers this morning on behalf of the city in the case of Victoria vs. Boves, for speedy judgment. This case arises out of the attempt of the city to collect taxes off the tomahawk collaterals. The application stood over by consent until the 15th.

In the case of Biggar vs. the City of Victoria, an action arising out of the bridge accident, Robt. Cassidy, Q. C., applied to have the action confined by the assignees of the estate. The order was made.

An application to have the remuneration of the administrator of the Walton estate fixed, resulted in the court naming one per cent.

Application for probate in the estate of Henry Hancock was made by E. E. Wootton. No order was made.

NEW D. O. C. FOR B. C. Lieut.-Col. Holmes Will Succeed Col. Benson in Victoria.

The term of office of Lieut.-Colonel Benson as D. O. C. of this district (No. 11) will in all probability terminate shortly, owing to the return to their posts of a number of district officers commanding, who were detached for duty with the contingents.

It was this fact which caused the transfer of Col. Peters to Toronto, where Col. Otter had up to that time been in command, and to the posting of Col. Benson to this district.

On the return of Col. Otter, Col. Peters was transferred to Montreal. To-day the Times is in receipt of information from Ottawa stating that it has been decided that Lieut.-Col. Holmes, who succeeded to the office of D. O. C. of No. 1 district (London) upon the retirement of Col. H. Smith, is to come to British Columbia, relieving Col. Benson at Victoria.

Col. Peters, it is understood, will be changed again, leaving Montreal, where he is acting, pending the return of Col. Gordon, and will go to London.

ASYLUM INVESTIGATION. The working of the provincial asylum at New Westminster is to be investigated by the provincial government.

Two sessions ago an order of the legislature was made on the initiative of Mr. Higgins to inquire into its working, and the commission paid a visit to the institution. Nothing tangible, however, resulted at that time.

The B. C. government has now requested that Dr. Clarke, head of the Rockwood asylum at Kingston, Ont., and one of the greatest authorities on matters relating to the treatment of the insane in America, make an investigation into the affairs of the New Westminster asylum with the object of curtailing the expenses of that institution. The Ontario government, it is understood, has granted Dr. Clarke leave of absence, in deference to the wish of the B. C. cabinet.

Story of Collision

Crew of the Abbey Palmer Tell of Accident With the Empress.

The Preliminary Evidence in Action for Damages Heard This Morning.

The examination of plaintiffs' witnesses, in the case of the bark Abbey Palmer vs. the R. M. S. Empress of Japan, arising out of a claim for damages sustained by the owners of the former against the owners of the latter for injuries sustained in a collision off Cape Flattery some six weeks or more ago, came up before Mr. Justice Martin in Admiralty Court this morning.

Several witnesses for the plaintiffs were examined. In giving his evidence he said that he had seen the light of the Empress about 2.30 a.m. on the 6th of November. When the light was reported the second mate, who was in charge, gave the order to examine the lights and see if they were burning well. Honniksen obeyed the order and reported that the lights were all in first-class condition. When asked how many lights were burning he said that the starboard and port lights were both in operation, the vessel was steering as close to the wind as possible. The weather was fine; the moon was shining and there was a light breeze. He was standing on the deck watching the Empress before she struck, and she was coming directly across the starboard bow of the sailing ship. The Abbey Palmer was iron ship, and whenever he had been at the helm she had acted well. At the time of the accident they were steering about six points to the wind. Seven of the crew of the ship were on the deck at the time of the collision, the mate, the watch and four other men. The second mate was on the poop. The witness stated that between the time the Empress was first seen and the collision, no sails were made in the sails or in the direction in which the vessel was sailing. All the crew of the Palmer saw the top-light of the Empress about the same time. No other lights could be seen at the time of the collision. The Palmer, he stated, was going about seven knots an hour.

The next witness, Hans Dierich, testified that he was at the helm from 2 o'clock until 2.30 this afternoon, when during that time he had kept the vessel close to the wind, thinking that the steamer would avoid him and at the same time obeying the orders given by the mate. He said that he was the first to notice the Empress, and this about ten minutes before the accident occurred. He supposed the Empress was trying to cross the bows of the sailing ship, and the latter's slow rate of speed. Two lights were being displayed by the Palmer. There was no stern light burning.

John Ford, the next witness called, was in the deck at the time of the collision. He said that before the collision the men on deck called those sleeping, and that the accident occurred while he was dressing. Coming on deck he immediately commenced to prepare a life boat for launching.

Able seaman Bradburn was another of those below deck just before the collision occurred. On coming on deck he saw that the vessel was under close-reefed, and that the starboard tack. After the collision all were sent forward, and it was observed that the bark's lights were all burning brightly. There was a little haze over the moon. It was not cloudy, but the haze was thought, to be a light three or four miles distant. It was ten or fifteen minutes before the accident when the lights of the Empress were first seen, and there was a lot of shouting done on the Palmer.

Robert Whitmore, an able seaman, who was walking up and down on the starboard watch, said that the Palmer was steered close up in the wind. He also corroborated the testimony given of the lights burning brightly, for he looked for them on his watch after the Empress was first reported. First the mast-light of the Empress was seen, then the port light, and about five minutes before the collision three lights started to flash. The Japan was then heading for the Palmer, but he thought she would drop astern. He heard the second mate give orders.

Adjournment of the case was taken at 12.35 until 2.30 this afternoon, when the evidence of three witnesses was to be heard.

The remainder of the witnesses were examined this afternoon, their evidence being corroborative of that given in the forenoon. The hearing was concluded at 3 o'clock.

SWALLOWED HARDWARE. "Juggler" Who Attempted Too Much Had to Be Operated on in Hospital.

One of the most curious cases which Dr. Frank Hall has had to attend in many months was brought to his attention three days after Christmas. It was a case of congestion of the most acute form. A man named Murphy had been posing as a juggler had been performing some tricks in the Albion saloon for the entertainment of a small number of on-lookers, and had swallowed a spoon to the amazement of those watching. The spectators had hardly time to recover from their surprise, it is said, when the performer attempted a still more daring feat. An iron bolt, about two inches long and corresponding in thickness, was next placed in Murphy's mouth and in less time than it takes to tell disappeared in the same manner as did the spoon. The next feat was the most difficult one. Murphy tried and tried in vain to reproduce the articles. He was ultimately obliged to go to the

SPENCER'S CAREER. Local Chinese Contributed to His Scheme.

Arthur Spencer, who was arrested in Spokane some days ago on the charge of impersonating a federal officer, was in the city some time ago, and succeeded in "doing up" a few, if not many, of the local Chinese. On his arrival here he registered at the Dominion, and immediately opened a conversation with one of the Chinese employees of that hotel. The Chinaman says that Spencer proposed to land him safely in the States on payment of \$75. As he had not the required sum, he said he would do the job for \$5, if the Chinaman would promise to pay the remainder on arriving across the line. The Chinaman will not say if he agreed to the proposal (it is thought he did), but he furnished the information that several of the other employees of the hotel gave money to Spencer. He says that one gave \$20 down, while some of the kitchen Chinamen paid \$5 each. Wing Lee, the laundryman from the road from the Dominion, contributed \$20, and it is thought a good many more local Chinamen contributed to Spencer's funds. While here Spencer paid as the official Chinese interpreter at San Francisco, and in a conversation with the clerk of the Dominion hotel said he had been here before, having once occupied the position of Chinese interpreter in this city.

Steamers to Be Built

Negotiations in Progress For Construction of Vessel Like New England.

Contract Awarded For New Steam Pleasure Craft For Mr. Harry Morton.

Present indications point to a very active shipbuilding business this coming season, for in addition to the new government steamer referred to in yesterday's Times, several other new craft are projected.

So far the Imperial government has done nothing in the way of awarding a contract for the building of new torpedo launches for Her Majesty's navy, but the tenders submitted by local and other contractors are still in the hands of the Admiralty, and the prospect of the vessels being built here is just as good now, it is said, as it ever was.

Regarding the new tugboat which was referred to in connection with the tenders being invited for the new torpedo boats some few months ago, it might be stated that negotiations for the construction of the vessel are still in progress, and there is every likelihood that a well known local wood and iron steamboat builder will be awarded the contract for building the same. The vessel is to be a vessel similar in design and size to the New England, the steamer which a few years ago was brought out from the Atlantic coast for the New England Halibut Fishing company of Vancouver, and which has since been almost continuously engaged in that service. Whether or not the new steamer is to be built of iron or wood, however, has not yet been determined. She is to be 130 feet long; 24 feet beam, and 10 feet depth of hold, and will be required to steam 13 knots an hour. She will be so designed that she can be put into any business, either the towing, freighting or passenger and to meet all three requirements will be built specially strong.

In addition to the above, several stern wheel steamers for service in Northern waters are also contemplated. The contract for a new steam launch for Harry Morton, of this city, has also been awarded to R. F. Stephens, the contractor, who a few years ago built the steel steamer Transfer, which now plies on the Fraser for the C. P. N. company. The launch is to be a pleasure craft of modern design and equipment, and capable of making 11 knots an hour. She is to be modelled after the most popular Eastern pattern, and fitted with canvas. Her machinery, which is also of the most modern type, will be supplied by the Victoria Machinery Depot of this city. The new craft is to be completed by April, and work will commence on her just as soon as the weather is favorable. She will be 30 feet long, 7 feet beam and 3.6 feet depth of hold.

NEW EQUIPMENT. Wireless Telegraph Apparatus Being Installed on Imperieuse—The Warspite in Dock.

H. M. S. Warspite, which is now in drydock, will probably be on the blocks three weeks. She is receiving her annual overhauling, which by reason of some needed repairs to her bottom will require a longer time to complete than usual. She is expected to leave here for Southern stations in March.

The Imperieuse, which she replaced as flagship of the Pacific fleet, is now at Chatham, where a wireless telegraph apparatus is being installed aboard.

H. M. S. Leander, Capt. F. Fegen, which was also recently on this station, arrived at Sheerness from Esquimalt on the 8th of last month. She is to pay off at Chatham, but before leaving Sheerness unshipped her powder and shell into the government ammunition barges, and was officially in-charge at the Nore. The Leander will be refitted for another term of active service.

The first of three cruisers of her type built by the old Scottish firm of Napier, the Leander has rendered good service, having now completed about fourteen years of commission life since she first hoisted the pennant.

What is CASTORIA

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children. Dr. G. C. OSGOOD, Lowell, Mass. Castoria is so well adapted to children that I recommend it as superior to any prescription known to me. H. A. ASCHER, M. D. Brooklyn, N. Y.

THE FAC-SIMILE SIGNATURE OF Char. H. Fletcher. APPEARS ON EVERY WRAPPER. THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

HATS AND CAPS

We have a large stock of Hats and Caps, which we invite the trade to call and inspect, including Stetson's latest shapes in Fedoras and Cowboy Hats.

J. Piercy & Co., WHOLESALE DRYGOODS. VICTORIA, B. C.

During the New Century. We shall make the highest values and lowest prices our motto for business, as we have always done heretofore. We want your trade and hope you will see the advantage always to be gained by paying cash. A few of our trade indicators: SNOOW FLAKE FLOUR, per sack \$1.05; THREE STAR FLOUR, per sack \$1.10; HUNGARIAN FLOUR, per sack \$1.10; GRANULATED SUGAR, 15 lbs. \$1.10; NEW JAMS, 5-lb. pail \$1.50; JAP. ORANGES, per box \$1.00. MORGAN'S EASTERN OYSTERS. Dixie H. Ross & Co. CASH GROCERS.

CLEARED NEARLY A MILLION. Messrs. Hill, Morgan and Rockefeller Now Control Chicago, Milwaukee & St. Paul Road.

Chicago, Jan. 5.—The Chronicle to-day says: "President Albert J. Earling, of the Chicago, Milwaukee & St. Paul railway, yesterday sold his 20,000 shares of stock in the road. The line has passed into the control of J. J. Hill, J. Pierpont Morgan and John D. Rockefeller."

"To-day Mr. Earling enjoys the distinction of being president and general manager of a company in which he does not own a single share of stock. He has made a profit of \$80,000 on his stock, and does not know whether he is to be retained in any official capacity by the new management."

"Earling was not the only big dealer to part with his stock. Marshall Field is reported to have disposed of his stock, amounting to \$3,000,000, the Alexander Mitchell estate parted with \$2,000,000 worth and the heirs of the late Geo. T. Smith are said to have disposed of \$5,000,000 more. Earling's stock was sold for \$3,040,000, going off at \$152 a share. The other purchases are said to have been at the same price. Earling bought his stock at \$110 a share two years ago, shortly before he became president of the road."

"The total purchases made yesterday by the Hill interests are reported to be in excess of \$10,000,000."

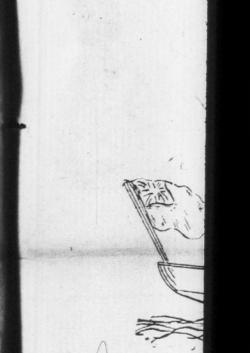
"The St. Paul line will pass over to the Great Northern under a lease, it is said, whereby the preferred stock holders will be guaranteed 8 per cent, common stock six per cent, for two years and seven per cent, thereafter."

THE ETERNAL FITNESS. Jaggles—What did he do with that Japanese dwarf-tree he bought? "Waggles—Since he moved into a flat he uses it every year for a Christmas tree—Christmas Smart Set."

CASTORIA For Infants and Children. The Provincial Government of British Columbia, at its next session for an Act to incorporate a company for the City and District of Vancouver, Victoria, with power to act as executors, administrators, assignees, trustees of creditors, receivers, financial and investment agent, estate managers, trustees of wills, mortgages, bonds, stocks, shares for companies and individuals, establish safe deposit vaults, and to carry on a general trust business, and for such other rights, powers or privileges as are incidental or conducive to the attainment of the above objects. Dated December 13th, 1900. ALBERT F. GRIFFITHS, For Applicants.

NEW GO

Cuts of the new fish cruisers, contracts for which the Dominion government presented to readers of day. Work on the building craft will, it is understood, commence in Vancouver and



THE GAZETTE. Announcements Made by Organ Last night, contains the following: A. N. Johnson and J. have dissolved partnership. Public highways have from Rossland to Trail from Rossland to the way, and from the C. Notch Hill. M. de Kerker-Verhoeff, and William R. Lober Ufford, of Vancouver, a company to carry to be known as the Verhoeff company. A general meeting of the Grand Forks Door Company will be held on January 25th. The Canadian-American