MAIL ORDERS FILLED

ts And Prices $9.75 $22.50 Offering

and Overcoats 75 Each.

prices $10.00 and s, Tweeds, Serges

nd Overcoats $3.75

l Tweeds, and are the usual way at and $7.50. Janu- 3.75.

and Over- at Sale at .75

lking Skirts

order and fitted. During this $1.65.

styles shown in the Dress Department. The fit and made of course, be satisfactory be- pay for the garments.

obed Under-wear

ts, 10c. qualities for.....5c. ts, 20c. qualities for.....10c. ts, 25c. qualities for.....15c. Ladies' Ribbed Wool Vests; a mixed lot; regular 25c. qualities.

ite Blankets

5, were $2.50; White Wool and Mixed Blankets; size 60x80. 5, were $3.00; all Wool Blank- 60x80. 0, were $3.75; all Wool Blank- 66x72. 5, were $4.75, fine Super Wool size 66x72. 0, were $5.75, fine Super Wool size 70x80.

Four Great offerings in ress Goods

Flaked Tweeds, were 50c. Fancy Tweeds, were $1.00. Homespuns, were $1.25. Hopsackings, etc., were $1.25. yard.

in this city. The body will be Barrie, Ontario, for interment.

COLLIS BROWNE'S CHLORODYNE

ancellor Sir W. Gage Wood- licly in court that Dr. J. Collis as undoubtedly the inventor of , that the whole story of the Freeman was literally untrue. retted to say it had been sworn July 13, 186.

llis Browne's Chlorodyne is the most certain remedy in Coughs, sthma, Consumption, Neuralgia, sm, etc.

lis Browne's Chlorodyne is pre- y scores of Orthodox practition- course it would not be thus popular did it not "supply a fill a place."—Medical Times 12, 1885.

llis Browne's Chlorodyne is a cure for Cholera, Dysentery, , Colics, etc.

None genuine without the words lis Browne's Chlorodyne" on the erwhelming medical testimony each bottle. Sold at 1s. 1½d., . Sole manufacturers, J. T. Vld., London.

MAIL ORDERS FILLED

The Semi-Weekly Colonist.

TUESDAY 12

VOL. XLVI., NO. 9. VICTORIA, B. C., ~~FRIDAY~~, JANUARY ~~8~~, 1904. FORTY-FIFTH YEAR.

Japan Still Negotiates

In Spite of Russian Reply Mikado's Government Prolongs the Agony.

No Prospect of War For Some Weeks and Tokio in a Ferment.

Kobe Correspondent Yesterday Reported Clash Between Two Fleets.

London, Jan. 8.—The Japanese government has practically determined to continue negotiations. It is dissatisfied with Russia's terms, but does not feel warranted in issuing an ultimatum or breaking off negotiations and will make another offer to secure their modification before resorting to force.

It is anticipated that the discussion will consume a few weeks, during which interim a break of the peace is very improbable.

M. Daesheer, first secretary of the French embassy in London, in an interview today said that the present arrangements between France and Great Britain were such that it would be impossible to disturb them. He said it was not likely that France would interfere, even if Korea and China joined Japan.

The Kobe correspondent of the Daily Express sends a scare rumor to the effect that a collision between Russians and the Japanese fleets has taken place near the Islands of Tsushima, in the Straits of Korea (about midway between Korea and Kiushuip). This rumor is not mentioned in other sources and in view of the fact that the Japanese government is exercising a censorship over all news concerning naval matters may be safely disregarded.

The correspondent of the Daily Mail at Seoul says that twenty British, forty American and thirty Russian guards have already arrived to protect their legations.

Tokio, Jan. 8.—The elder statesmen of Japan did not hold a conference today, but will probably confer tomorrow. In the meanwhile the wildest rumors are current. The press unanimously demands that the government take decisive action, thereby preventing Russia from gaining advantages by further dilatory tactics.

The people repose confidence in the government's ability to rise to the opportunity.

Paris, Jan. 8.—6.55 p.m.—[illegible] Press learns that, in the opin[illegible] of the French government, there is still a chance of avoiding a conflict between Russia and J[illegible] as a result of a concession made by Russia in her last note. The despatches which have gone to Paris from all quarters today have been most pessimistic, and the hopefulness of the government is in strong contrast [illegible] communication makes to the population of the preponderence of the interests of Japan in Korea. This has been the crux of the question between the two powers up to the present moment. Just how far the concession goes it is impossible to learn, but in the effect in Tokio, according to the information obtained, it has been more satisfactory than the press despatches show, and it is believed negotiations will continue. In connection with Russia's concession a curious, and at the same time authoritative, story is told regarding the cause of the development of the present situation. It appears that a misunderstanding occurred between Viceroy Alexieff and the Russian government, and that the note antedating tone just submitted did not contain the recognition of Japanese preponderating influence in any part of Korea, as Russia and the whole world believed. The latest note of Russia clears up the situation, but whether it recognizes Japan's preponderating interests in all Korea is not known now.

The French government denies the sensational reports to the effect that it has ordered a division of warships and troops to China. Only one French ship is under instructions to proceed to the Far East.

Recognizing the situation as dangerous, there is talk in official and diplomatic circles of the advisability of separate or joint mediation by the powers who desire peace in the Far East. It is said that this could properly be done in accordance with The Hague convention, without giving offence to either Russia or Japan. The semi-official Temps expresses the view prevailing by calling attention to the fact that Great Britain, France, the United States and Germany are all interested in the maintenance of peace, urging that to prevent efforts at friendly intervention by saying that one power or the other would become offended is contrary to the interests of the governments and of humanity.

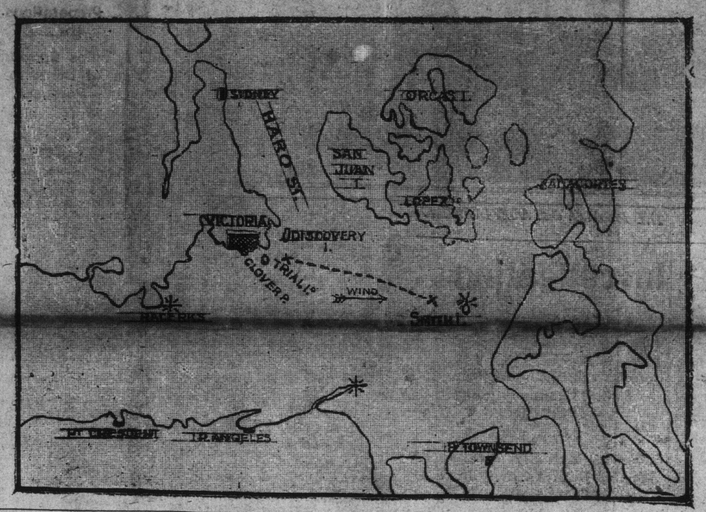
Min Yeung Tchan, the Korean minister, said to the Associated Press today that he would not be surprised if Korea should appeal to the United States for its good offices in her behalf in case of the invasion of Korean territory by one of the other powers. Under the treaty between the United States and Korea it is permissible. "Moreover," continued the minister, "the people of Korea regard the United States in a most friendly way because of its fair policy and further, owing to the fact that it was the first country to sign a treaty with the hermit kingdom."

"Russia does not want war," added the minister, "and the Japanese government does not want war; but the Japanese people, I fear, will force a conflict. The attitude of Korea has not been disclosed, but my idea is that it will do all in its power to save its territory from invasion and to preserve strict neutrality. During the war between China and Japan, Korea was interested and consequently raised no objection to the passage of Japanese troops through the kingdom. But a different situation faces the government today. Korea is not interested in the dispute between Japan and Russia, and her people have no desire to ally themselves with Japan, which would follow should permission be granted for Japanese troops to operate in or from Korea. I have made no protest to the powers against the landing of an American guard for the legation at Seoul. Probably if war occurs all the nations will land men for the same purpose."

Berlin, Jan. 8.—The Tageblatt's Paris correspondent learns that the French government has been informed that Russia's answer to Japan makes far-reaching concessions respecting Korea, and that these concessions are equivalent to permitting the occupation of Korea by Japan on lines somewhat similar to the position of Great Britain in Egypt, but that Russia rejects any right of Japan to mingle in affairs in Manchuria.

By a new Dutch process it is claimed that a moose hide can be turned into leather ready for the saddler's and shoemaker's use in from one to three days, while by following the usual method of preparation it takes about six months.

SKETCH MAP SHOWING SCENE OF WRECK.



FIFTY-SIX FIND WATERY GRAVES

Steamer Clallam Founders Off Smith's Island And Forty-Six of Her Passengers And Ten of Her Crew Perish in the Waters of the Straits.

Life Boats Containing Women And Children Capsize In Tremendous Seas And All Are Drowned---Waves Stove In Deadlights And Flood Engine Room.

Death rode on that southwest gale which blew at a rate of forty miles an hour in the Straits of San Juan de Fuca on Friday. The steamer Clallam, a new steamer which has been running for six months on the Victoria-Seattle route, foundered in the storm after the seas had beat in her deadlights, and fifty-six souls were lost. Among the dead are many well-known Victorians, and nearly all the survivors are more or less injured as the result of the disaster. The Clallam was staunch and seaworthy and her loss is a great surprise to those who know her best. She lies deep in her grave six miles to the west of Smith's Island, the point being shown in the accompanying map, and the greater number of the victims of the disaster found death much nearer home.

It was about four o'clock on Friday afternoon, when Victorians who were anxiously awaiting friends and relatives to arrive by the steamer, watched the disabled vessel wallowing in the big seas, rolling from beam to beam, as she drifted away before the wind, that most of the lives were lost. Then all the women and children were drowned. The steamer had drifted toward Discovery island, and was about two miles away from the near-by island at four o'clock in the afternoon, when her local agent was strenuously striving to get a tug or steamer to assist her, failing because of the terribly unfortunate chain of circumstances which had taken the tugboat fleet from port, or left the vessels in port with their fires out. She was laboring heavily and the waves broke in through the shattered deadlights and the broken timbers forward, sluiting in along the decks as the seas gush in among the shore rocks, drowning the fires, and leaving the vessel well nigh helpless, for she had only the jib set forward.

Capt. Roberts was aware of the danger. Ashore men watched the vessel wallowing in the seas, realizing that she was fighting a desperate battle with the elements, though none dreamed that such a tragedy was being enacted almost at the gateway of the port. Realizing the great danger which threatened the filling vessel, the great seas continued to sweep in along her decks and add to the growing depths which swirled in the hold as she labored from beam to beam, Capt. Roberts decided to put the women and children in the steamer's boats and get them to the wooded shores of Discovery island, where the ranchers and Indians would provide shelter. This shore was two miles away, and it was thought that the boats, with experienced seamen in each would reach the shore in safety.

Two boats slid easily down the falls and were filled quickly with women and children. Experienced seamen took the oars and tillers, and there being still room when the women and children were in their places, some of the male passengers clambered in, all thinking to reach the shores that lay two miles away in safety. A third boat was being lowered, but she caught in the falls and being tangled was not got into the water. The two boats, filled with women, children and men—passengers and officers—were oared for six hundred yards through the sweeping seas, when they were seen to slew around into a cross-sea—heavy tide rips and cross-currents prevail at all times in that vicinity—and both were capsized and everyone drowned in full sight of those still on the ill-fated ferry.

All the women and children the steamer carried and the men who had gone with them in those two boats were hurled into the breaking seas and all were lost. Beaten and battered in the swirling seas the bodies may be washed ashore in this vicinity and, will be searchers will patrol the beaches today the tug Albion will leave at 7:30 a. m. to scour the straits for the bodies of the lost. None reached shore alive.

Death had begun to take its tax of the company of eighty-six souls who had set out that morning from Seattle. With the sight of the horror in their minds, for it was heartrending to see from the Clallam, this upturning of the boats and the sudden drowning of the women and children, mostly women, who had left the steamer in the hope of reaching safety, the battle with the elements continued. Ignorant of the efforts being made ashore without result, hoping against hope that, as the shadows deepened quickly into night, assistance would come, the officers of the steamer continued to drive out into the Straits of San Juan de Fuca, drifting before the wind.

Darkness came on quickly, the wind hissed and roared, the seas swept spume over her and the water continued to break in and slush along her deck, filling her gradually. And she still rolled, pitched and rolled helplessly. Men staggered about the decks wearing life preservers, asking each other eagerly what could be done to patch the broken deadlights and holes forward where the water slushed in and gurgled and splashed along the main deck. They knew the steamer was settling. Before long, doubtlessly, she would founder and all grabbed buckets and all manner of things to bail. In three gangs and all hands bailed, but it was a hopeless task, for as fast as they bailed—even faster—the seas poured in.

Then it seemed that relief had come. The tug Richard Holyoke, which had been ordered from Port Townsend on receipt of advices from Agent E. E. Blackwood in Victoria, came. Through the murky night with the hissing and roaring of the elements drowning her engine's thrumming, the company of the Clallam saw the triangle of red, green and white lights that told them that a tug had come. Safety seemed assured for the survivors of the disaster—but no. After a line had been put on board the Clallam from the Holyoke, which ran up alongside the shattered steamer, the tug started to tow. This made matters worse, for the Clallam could not stand the strain. She began to part her timbers when the tow started, and the waves broke in through many broken places in her timbers.

As the tug continued to haul her, making good headway through the heavy seas the Clallam careened more and more, and by 10:30 p. m.—the tug had picked her up half an hour before—she was over on her beam and filling rapidly. All those left on board hurried to the main deck, for the broken steamer was settling into the deep waters of the straits under them. Vainly they shouted to the tugboat which strained on the hawser ahead, dracing the breaking steamer through the seas which buffeted her so terribly. All their shouts were drowned by the hissing and roaring of the wind and the noises of the pounding seas which rolled against the vessel. All ignorant of the pending fate of the vessel the Holyoke continued to tow, making good headway, while the water crept up on the unfortunates who were huddled on the upper deck. It looked as though they would go down with the steamer beneath their feet while the tug still hauled on her.

For nearly two hours the tug towed while the water deepened in the stamer and she settled lower. Then the tug Sea Lion, which had been scouring the Straits seeking the Clallam came. She steamed alongside in the night, and Capt. Manter shouted to Capt. Roberts, who at once told him of the extremity in which the Clallam was placed by the buffeting she had received. The Sea Lion—one of the fastest of the Puget Sound tugs—then steamed ahead and notified Capt. Hall of the fate of the Clallam. He cut the hawser that held her and steamed back along side. The Clallam soon rolled over on her beam ends, and all who could crawled over on to the exposed side, and clinging there with the seas breaking over them, they awaited rescue. From there the brave fellows of the Holyoke and Sea Lion, risking their own lives, saved the most of the unfortunates.

Seven men were taken from the pilot's bridge of the Clallam, and others were rescued from the waters, whither they were thrown as the vessel began to founder. Mate Hickman and a deckhand of the Holyoke worked like heroes. With a boat from the tug, which was hardly expected to live in such a sea, they picked up one man from a plank and others were taken from the Clallam. But many were drowned. After an ineffectual battle, a struggle to reach safety, they sank down into the seas.

It is reported that the engine room staff who were on duty were drowned by the flooding of the vessel in the first instance, although the survivors do not seem clear on this point. Some say that Second Engineer Smith, three firemen and an oiler, were lost in the engine room when the steamer foundered, others that they were drowned when the water flooded in through the deadlights forward in the first instance, which seems more probable, as none could have lived below after the water poured in through the deadlights.

The tugs stood by until daylight, hoping to be able to rescue some of the drowning, and the Bahada and Magic, which had also been despatched, arrived on the scene. The Holyoke proceeded to Seattle with Capt. Roberts and twenty-two survivors. Later the Sea Lion arrived with nine others. All who were saved had stayed by the wreck until the last. Later the Bahada arrived, coming into Port Townsend yesterday afternoon with five bodies, all unidentified, which were found floating amongst the detached upper works that came up from the hull as it foundered. The bodies were all those of men. Two were found wedged amongst the wreckage on the saloon deck, and another was so fast wedged amongst the wreckage that it could not be taken from the wreck. The Sea Lion and Holyoke and the two other tugs afterward returned to the scene to seek further victims, and this morning the tug Albion will go from here to scout the straits for floating bodies.

UNFORTUNATE CIRCUMSTANCES.

Mr. Blackwood's Ineffectual Efforts to Get Assistance for the Clallam.

When the hacks were gathered on Wharf street, and the hotel busses lined along the curb on Friday awaiting the coming of the Clallam, Mr. E. E. Blackwood went—as he often does—to the top of the Driard building to see where the steamer was. About 3.45 p.m. he saw her lying slewed around to the wind rolling and wallowing in a helpless condition some four or five miles from Clover Point. It was obvious that some misfortune had overtaken her, probably her screw lost or an accident occurred to her engine room. He hurried to the beach in a hack and arrived about 4 o'clock. After watching her through strong marine glasses, he realized that the vessel was unmanageable, for she was slewed around broadside to the wind, and was drifting away before the wind.

Half an hour before, or thereabouts, Mr. Herbert Taylor had noticed from his house at Battery street that the Clallam had suddenly stopped steaming when en route to port. Her engines were stopped and the steamer was seen to swing around with her port side to the wind, her bow pointing toward the United States side. Helplessly she drifted out into the Straits over toward Discovery Island. He noticed that a jib had been set. The steamer was rolling and laboring heavily, swinging from beam to beam.

Mr. Blackwood, local agent of the steamer, when he saw her predicament, though he did not realize how serious was her plight, hurried with his hack to the Colonist hotel, where the nearest telepone was located, and he telephoned from there to the local office of the Puget Sound Tugboat Company, asking if they could send a tugboat to the disabled vessel. They could not, for they had no tug available, the Lorne being at the Cape. Mr. Blackwood then telephoned to J. H. Greer, agent of the Albion, but found that vessel was at Tacoma. He telephoned to the owners of the Sadie, who replied that their vessel was on the West Coast. Messages to the local office of the C. P. R. Steamship Company brought replies that all their steamers in port had their fires out and engine room staffs absent, and it would take five or six hours at the least before any one of them could be made ready to put to sea.

Efforts were made to have the tug Princess, of the public works department, which is tender to the dredge Mudlark, go to the assistance, but the officers thought the gale too fierce for the Princess to proceed. Applications to local agent of marine and fisheries in regard to the Quadra, brought the information that the government steamer, which is out of commission, could not be got ready, as her fires were not only out, but her engines were apart, being repaired.

Mr. Blackwood telephoned to Messrs. Bullen at Esquimalt, who said they would send their steamer Maude, which is always kept with steam up under an agreement made by the B. C. Salvage Co. with Lloyds' agency, and then Mr. Blackwood came to the city. On arrival at his office on Government street, before 5 o'clock, he received a message that it had been found that the steamer Maude could not proceed, as it had been found that she had not sufficient ballast on board to go out in the teeth of the gale then raging.

The long-distance telephone was then brought into play, and Mr. Blackwood telephoned to Capt. A. A. Sears, of the steamer Iroquois, and asked him if he would proceed out to intercept the steamer Charmer on her way from Vancouver and ask Capt. Troup, who was on board, if he would go out and seek for the Clallam. Capt. Sears replied that the Charmer had already passed fifteen minutes before. Arrangements were then made with Capt. Sears to proceed in search of the Clallam.

The Iroquois left at 5 o'clock, and although Capt. Sears, of the Iroquois, did not realize the fact that his brother's life was then in the balance, for now that the full tale of disaster is told, the name of Harvey Sears is among the dead. He is a brother of Capt. Sears. The Iroquois went from Sidney at 5 o'clock and searched without seeing anything of the missing vessel until 11 p.m., when she returned to Sidney.

In the meantime Mr. Blackwood had telegraphed to Supt. Burns at Seattle, and arrangements were made with the Puget Sound Tugboat Company to despatch two tugs from Port Townsend. The Richard Holyoke and Sea Lion were sent from Port Townsend at 6 o'clock, and the former vessel found the Clallam at 10 p.m., and picked her up. The Sea Lion found her after midnight, arriving in time to notify the Richard Holyoke of the critical condition of the vessel she was towing, all ignorant of the fact that the steamer was foundering.

When the steamer Charmer arrived from Vancouver about 8 o'clock, Mr. Blackwood went to meet her to learn if she had sighted the missing vessel, but the officers of the Charmer had seen no sign of the Clallam. Mr. Blackwood endeavored to have Capt. Troup despatch the Charmer to join in the search, but Capt. Troup, like the majority of those in Victoria, believed that the Clallam was drifting with a broken propeller and would be picked up safely by the tugs which had gone from Port Townsend and which would reach her before the Charmer could.

TALE OF DISASTER.

Survivor's Tale of the Loss of the Steamer Clallam.

Port Townsend, Jan. 9.—Information furnished by survivors of the Clallam state that a terrific cross sea was encountered off Trial Island. This cross sea was pelting the vessel, retarding her progress and making life uncomfortable for those on board. Little fear was manifested until word came up from below that the vessel was leaking. Investigation showed that the heavy cross sea had stove in the port side and had caused the water to come rushed in a volume, resisting all efforts to stop. Seeing the effort futile, the passengers, particularly the women and children, and all who desired were put off from the steamer in the ship's boats.

The heavily-laden boats were thrown about wildly in the choppy sea, and one after another, after succeeding in getting away from the vessel, were either capsized or swamped. The terrible fury of the storm is attested by the fact that not a woman or child of those on board reached the small boats which left the ship when she was first in danger, lived to tell the tale. Word had come from Victoria of the vessel's predicament, and a fleet of powerful tugs was dispatched from Port Townsend to render assistance. The Richard Holyoke, in command of Capt. Robert Hall, was the first to reach the Clallam, which had by this time careened partly over from the inrush of water which had put the engines out of commission. The Holyoke reached the Clallam about 11 o'clock Friday night, and about 1 a.m. today succeeded in getting a hawser aboard. She started to tow the Clallam to safety. The Clallam took a heavy lurch and those on board were compelled to climb to the roof of the pilot house for safety.

Without a moment's hesitation the tug's boats were lowered and the work of rescue began. At this time the tug Sea Lion, Capt. Manter, arrived, and her men rendered valuable assistance. Before all the struggling people had been taken off, the Clallam commenced to break up, and soon afterwards went down. All possible assistance to the rescued people was given by the officers of the shipmasters and their crews, and the tugs hurried to Port Townsend. The passengers surviving and the remainder of the crew then took passage on the Dirigo, bound for Seattle.

The tug Bahada arrived here this afternoon with five bodies, recovered in the vicinity of Smith's Island. Four bodies were encased in life-preservers. Three of the bodies have been identified as W. B. Gibbons, of Tacoma; Eugene Hicks, of Friday Harbor, and Captain Livingston Thomson, of Victoria.

When the Clallam sank the main deckhouse and the texas and pilot house became detached and remained afloat. These were carefully searched at daylight this morning by the crews of the Bahada and Magic. The pilot house and texas had then drifted about one mile from the wreckage of the main deckhouse. One body was recovered from the deckhouse by the crew of the Bahada.

After landing the 34 survivors, the Sea Lion and Holyoke returned to search in the vicinity of the San Juan Island, where wreckage would drift owing to the southeast wind which had prevailed today.

Although their names were not included in the passenger list of Purser Freer, it is known that at least five children were lost. Of these three were children of Thos. Sullins, of Westholm, and two of Wm. La Plant, of Friday Harbor.

Three watches found on the bodies had stopped within three minutes of each other showing that the three were drowned about 1.22 am. One of the bodies unidentified is that of a man about 60 years old, five feet ten inches tall with chin whiskers, moustache and hair white. The only papers found on his person was a letter to Chief Justice Hunter, of Victoria, apparently written by Mrs. Hunter in Portland, and given to the unfortunate man to be personally delivered to Chief Justice Hunter.

A SURVIVOR'S STORY.

Women and Children Drown Before Eyes of All.

Wm. Grimes, of Redmond, Wash., was aboard the Clallam, bound for Victoria, and gives a concise statement of the disaster: "The weather was pretty rough," he said, "but we had no suspicion of danger until some one forward said something about life-preservers. I went forward to investigate, and there learned that the Clallam was making water rapidly. The boats were promptly manned and launched, and the women and children and such passengers as desired to leave were placed in them, competent crews being in charge. The boats made off from the steamer safely, but one after another they capsized, and we were helpless to render them assistance. They simply drowned before our eyes. In the meantime the crew and passengers were busy bailing and trying to stop the leak, but without success. The bailing was kept up, however, and soon we were overjoyed to learn that a big tug had hold of us. The towboat started and made good headway until it became apparent that the Clallam was careening under us, then all hands went on deck, and as the ill-fated packet listed we gradually crawled up on her exposed side, from where the brave fellows from the Holyoke rescued most of us."

Prominent among those known to be aboard and as yet unaccounted for, is Homer Swaney, iron and steel plant promoter, and owner of valuable iron properties in British Columbia. He boarded the vessel here, and was not among the rescued.

A SUPERSTITION.

The Bottle of Champagne Did Not Break at the Christening.

Tacoma, Jan. 9.—When the steamer Clallam was launched here on the 1st of April, the bottle of champagne was not broken, but fell and slid down along the side of the vessel. Old seamen, as a result, predicted that disaster would overtake the vessel within a year, and it was said at the time that it would be a difficult matter to secure a crew to man the vessel.

THE VICTIMS.

Many of Those Who Met Death in the Disaster Well Known Here.

The victims of the disaster which took place off Discovery island during the southwest gale include many well known Victorians.

N. P. SHAW

of this city was a well known and prominent business man, who was associated with many promising enterprises. He was a member of the Board of Trade and ever identified with efforts for Victoria's good. He was a son-in-law of C. H. Lugrin and leaves a wife and child. The well-known promoter and business man was cut off in his youth by the disaster, it being but thirty-six years since he was born in Victoria, New Brunswick. He was the owner of the steamer Venture, and of the Southern Cross mines at Uchuck-lessett, which recently began shipping and where fifteen men are employed. He was associated in business enterprises with the Yukon country, shipping considerable cattle north.

Mr. Shaw left Victoria on Sunday last and proceeded to Portland on business. He had intended to continue on to Sacramento to visit a brother, who resides there, but changed his mind and returned by the fated trip of the Clallam.

HOMER H. SWANEY

who was lost was a well-known mining man. He was formerly a resident of McKeesport, Pa., and since coming to the coast he has put some $60,000 in ventures for the flotation of an immense iron and steel working concern to be established at Seattle and on the Vancouver island coast. He has been engaged for some time in negotiations with Messrs. John Braden, Capt. Thomson and others of this city for the purchase of iron properties located at Sarita on Barkley sound, and was in Victoria at the beginning of the week in this connection.

Mr. Swaney had returned but a few days ago from New York and other eastern cities where he had gone to secure capital for the enterprise he proposed to establish in connection with the iron foundries established by him at Irondale. A number of Seattle men were interested with him in the enterprise and a very big concern was shortly to have been floated by Mr. Swaney, who sought to establish a large industry at the mines of the Vancouver island coast.

He was well known to Victorians, especially those interested in mining, having made frequent stays in this city. He was interested in the purchase of iron ores for the foundries at Irondale and had also been interested at the Texada mines for shipment in scow-loads to the furnaces near Port Townsend. It was his intention to secure ore from the west coast for the same purpose.

MRS. A. J. C. GALLETLY

daughter of the well-known local manager of the Bank of Montreal, who was returning home. They are well known in Victoria, having resided for years at their charming residence on Rockland avenue. Mrs. and Miss Gallety were returning from a holiday at the Green River Hot Springs. Mrs. Galletly had been run down in health on account of a severe cold and had gone to the Springs to recuperate.

GEORGE J. JEFFS,

who is another of the lost, is the son of William Jeffs, of the foreman of the B. C. Market on Government street, and resided at 132 Fort street in this city. Besides his father and mother he leaves four brothers and one sister. One of his brothers is in Oregon and another in San Francisco. Jeffs came here from Tacoma three months ago.

CAPT. LIVINGSTON THOMPSON

whose body has been recovered, according to advices received by the Colonist, was a well-known Victorian. He was a provincial land surveyor with offices in the McGregor block, adjoining the Colonist office. He was a retired army officer and leaves a wife in this city. Capt. Thompson has surveyed many local mining properties and timber limits, having recently besen engaged in surveying a timber limit at Clayoquot. He surveyed the Yreka mines, and many other Vancouver island properties. He was very popular. He took part in the production of "San Toy," given under the direction of Mrs. H. D. Helmcken in this city, appearing in the role of the British consul, Sir Harry Preston. Capt. Thompson was returning from a business trip to the Sound.

CAPT. TOM LAWRENCE

Was a well-known local mariner. He was master of the Caribou-Atlin steamer Scotia last summer, and came from the North a month ago to winter here. Formerly he was engaged in various capacities on vessels sailing out of this port, having been in command of the tugs Lorne and Pilot, and he was mate of the steamer Danube and other vessels of the C. P. N. Company for years. He was married. Mrs. Lawrence is a resident of this city. He had been to Seattle on business.

MRS. LENORA RICHARDS

Was well known here, being one of the owners of the Richard III. mining property at Mount Sicker. It was her name that was given to the famous Lepora mine, as a result, it is said, of the fact that she was the first woman to climb Mount Sicker. Her husband is now interested in the Richard III. property in company with other Port Townsend people.

MRS. THOMAS SULLINS

Who was drowned with her three children, is the wife of Thos. Sullins, who was among the saved. He is interested with Mrs. Richards in the properties on Mount Sicker, and is a frequent visitor to Victoria. He is well known to guests at the Victoria hotel, where he usually registers when he visits Victoria.

MISS ANNIE MURRAY.

Of this city, was a well-known Victoria young lady, who had been at Seattle on a visit to her sister, Mrs. Edgar M.

(Continued on Page Eight.)

A Canard By The Liberals

Suggest Possibility of Another Session Before Dissolution Takes Place.

Premier Parent of Quebec Says Great Political Changes are Impending.

Grand Trunk Pacific Scheme Likely to Experience Another Check.

From Our Own Correspondent.

Ottawa, Jan. 9.—The Liberal press this morning threw out a suggestion that another session of parliament may beheld before dissolution. This is only a rumor designed to put Conservatives off their guard. The ministers are all at sixes and sevens on the matter and cannot make up their minds.

Premier Parent of Quebec, who was here today said that big political changes are impending.

The Grand Trunk Pacific promoters were here again today. It is said another hitch has occurred regarding the deposit. It is likely an injunction will be served to prevent the company from alienating five millions of its guaranteed bonds which were issued for specific purposes.

Mayor Harrison of Chicago sent the following letter to Lord Minto: "Your message to the President of the United States of regret and condolence for our people's recent calamity which has overtaken them, has been transmitted to me from Washington. I wish to thank you in the name of our people and bereaved families and myself personally for your expressions of sympathy and to say they are keenly appreciated by us all."

BARR COLONY TELEGRAPH.

Winnipeg, Man., Jan. 9.—The government's new telegraph line to the Barr colony at Lloydminister will be opened January 20th.

SIDNEY SAW MILL.

Once More in Operation—Missionary Services Next Sunday.

Sidney saw mill has again commenced operations and the merry buzz of the saw is daily heard. Yesterday a large shipment of lumber, nearly 100,000 feet, left for Hongkong. Under the present management things ought to go ahead and the mill become a paying investment to all concerned.

The Rev. James Turner, president of the British Columbia Methodist conference, will visit the coast and will preach twice on the Saanich mission next Sunday—at 11 a. m., Strawberry Vale, and 3 p. m. at South Saanich.

The public schools have opened with a good attendance of pupils.

The mild weather has caused the flowers to blossom in the gardens. Pansies, primroses, daisies and roses are seen adorning some of the homes.

Mr. J. J. White is re-fixing the store formerly occupied by Mr. Dickinson and Mr. Critchley has moved into new quarters in the village.

U. S. POSTAL SCANDALS.

Dismissed Superintendent Enters Heavy Actions for Damages.

Washington, Jan. 8.—Michael W. Louis, formerly superintendent of the division of supplies in the United States postoffice department, but who was removed October 21 last as a result of the postal investigation, today entered suit for $50,000 damages against Joseph L. Bristow, the fourth assistant postmaster-general; Henry C. Payne, postmaster-general, and the Washington Post Newspaper Company. The basis of the charge for which damages are asked are extracts from the report of Bristow dealing with the award of contracts on the division of which Louis was at the head, for ink, ink pads, etc., at alleged excessive prices, etc. Suits of a like character for similar amounts also were brought against the postmaster-general, Mr. Bristow and the Evening Star, and against the postmaster-general, Mr. J. Bristow and the Washington Times.

SAFETY OF THEATRES.

St. Louis Cancels Licenses Pending Granting of Certificates.

St. Louis, Jan. 8.—Notice was served on the management of seven theatres in St. Louis today by the license collector that their licenses were revoked and they would be required to secure new licenses based on certificates from the building commissioner's office that they had complied with the city ordinances in the matter of safeguarding against fire before being allowed to continue giving performances.

Chicago, Jan. 8.—Building Commissioner Williams today received reports that of sixty-three halls examined yesterday, only five needed no change to conform with the law. Thy five were allowed to remain open, but the others were ordered closed.

The armories of the First, Second and Seventh Regiments of Illinois National Guards were today ordered closed by Commissioner Williams. The armories were found not to be complying with the city ordinances.

MORE MARINES LANDED.

Colon, Jan. 8.—The remainder of the marines from the United States cruiser Dixie was landed here today and went by train to Bas Obispo. All the marines now on the Isthmus are in camp at Empire and Bas Obispo. All the warships now patrolling the coast are expected to assemble in the harbor of Colon early next week.

SMALLPOX PREVALENT.

Washington, Jan. 8.—On account of the prevalence of smallpox the seventy-five schools in Morris Centre, Richhill, East and West Finley have been closed indefinitely. The disease appeared several weeks ago in Green county and scarcely a family in the village is free from the disease. Other cummunities soon became infected.

SAN DOMINGO.

Washington, Jan. 8.—The United States navy department today received the following cablegram from Commander Dillingham, of the cruiser Detroit, dated at Puerto Plata, San Domingo, January 8th: "Morales' gunboats delivered ultimatum and threatened bombardment of Puerto Plata after 24 hours' notice. With conference of Capt. Robinson, of the English cruiser Pallas, made such representations to both sides that they have agreed, the one not to bombard and the other not to fire on gunboats. All fighting will be confined to land side of town in future. United States interests secured."