

## ATTACHED BLAME TO CAPT. JOHNSON

### THE UNITED STATES COMMISSION REPORTS

Respecting the Valencia Wreck—Further  
Aids to Navigation Recommended  
by Them.

The commission appointed by President Roosevelt to investigate the wrecking of the Valencia has made public its report. The commission sat in Seattle, it will be remembered. The conclusions reached are similar in several points to the finding of the Canadian commission. The finding is summarized as follows by the commission:

1. The Valencia was wrecked through the faulty navigation of Capt. Johnson, her master.

He appears to have been a man of good character, sober, and with a good reputation as a seaman, but his management of the vessel on this trip was unsatisfactory on several points, as follows:

(a) He acted upon the singular belief that his log was "overrunning 5 per cent.," a belief that would have been justified only upon the ground that both the current and the wind were against him, whereas the wind was certainly nearly aft, and it is common knowledge among all masters along this coast that at this time of year the normal current flows toward the northward and accordingly with the course of the vessel, both of which facts would make the vessel go faster over the ground than through the water, and the log would, therefore, fail to register the entire progress of the vessel over the ground, and thus the log would under-run, if anything, rather than over-run.

(b) Although he saw no land or lights with certainty after passing Cape Mendocino at 5.30 a. m. Sunday, he did not commence to take soundings until 6 p. m. Monday, thirty-six hours later, when his last definite point of departure was at least 450 miles behind him.

(c) Even after he began to take soundings, he did not take them with sufficient frequency. He

Did Not Interpret Correctly

the soundings taken, and, so far as can be ascertained, he spent very little time in comparing the soundings with his chart, and did not carefully study them, as he should.

(d) Such soundings as he got might not have shown him where he was, but if properly studied they would at least have demonstrated the fact that he was not where he thought he was, and that he should be on his guard. It is a peculiarity of the bottom along this coast that if a vessel is proceeding as she should when approaching Umatilla lightship from the south and from there up to Cape Flattery, she will get a definite line of soundings of no great depth, varying from twenty-five to fifty fathoms, and as soon as she passes Cape Flattery it becomes time to turn sharply to the east into the entrance of the Strait of Juan de Fuca. When he gets over this "hole" and finds this line of deep soundings, he will then know that he can be in but one place and that place is the entrance to the straits, and he can then turn eastward and proceed down the straits.

Capt. Johnson failed utterly to get any such line of calculations, and not getting them, he should have been put very much on his guard. It is a

Matter of Mere Geography,

as he very well knew, that his northward course, if continued, must ultimately run him ashore on Vancouver Island. He knew that the coast of Vancouver Island was somewhere dead ahead of him, lying like a long wall almost directly across the northward course that he was maintaining in coming from San Francisco. The safety of any vessel on this coast which intends to enter Puget Sound depends upon its making the turn at the proper time. The entrance to the straits is about twelve miles wide, and a master making this northerly trip knows that he must either turn and find this twelve-mile entrance, or, if he continues his course, go ashore on Vancouver Island.

With this certainty, therefore, that Vancouver Island is somewhere dead ahead on the northern trip, ordinary regard for the safety of passengers requires that the utmost caution should be exercised when approaching this entrance, and if there are any indications, either through soundings or current, fog or haze, which create a doubt as to the vessel's actual position, the vessel should be laid to or headed out to open sea until its position can be absolutely determined. Considering the remoteness of Capt. Johnson's last point of departure, the well known character of the straits at certain times, based on his previous experience on this run. This haphazard method of navigation seems almost incredible

upon a modern passenger vessel, but it certainly took place in this case, and the commission has reason to believe that other masters are occasionally guilty of similar methods—in navigating, as one master testified, by "horse sense," which is not a satisfactory substitute for accurate information when human lives are concerned.

(e) He allowed the two station men or lookouts to keep alternate watches of six hours each in length. A two-hour watch is sufficiently long for safety, and four hours should be the extreme.

(f) He did not require a boat drill of his crew and was not intending to have one probably until he reached Puget Sound. One half the crew on the Valencia were new men, and thus this omission of the captain nullified to a large extent the usefulness of the boat equipment so far as this trip was concerned.

(g) As soon as the vessel struck, instead of leaving the boats in their checks, where they would not be interfered with by the passengers, he directed them to be lowered to the saloon rail, and thus made it possible for them to be taken possession of by the passengers and

Unskillfully Lowered Away

in the confusion, and, although he ordered the boats to be lowered to the saloon rail, he took no steps to see that this was done or to protect the boats from the inrush of passengers.

To thus place the boats within the reach and control of excited passengers would have been justifiable only if he had had a crew perfectly trained to handle and guard the boats, and the crew training required for such an emergency would be rarely found on any merchant vessel, and certainly did not exist on the Valencia. Considerable allowance, however, must be made for the desire of the captain to take prompt action.

Capt. Johnson's conduct after the vessel struck and the boats had been lowered was satisfactory, and he apparently did all he could for the safety and comfort of his passengers, and showed courage and judgment.

The commission regrets that it is obliged to criticize the actions of a man who went down with his ship, and who is unable to defend himself; but for the complete understanding of this disaster and the proper establishment of the

Important Lessons

thereof, it is necessary to call attention to the primary causes that led to the wreck and the loss of life, so that they may be impressed upon the minds of masters having similar responsibilities, and so that such masters may be led to avail themselves of all possible means of information.

2—Excepting possibly her bulkheads and one set of davits, the construction and equipment of the Valencia, so far as the safety of her passengers was concerned, was excellent, and none of the loss of life was due to any defect in the vessel or to any defect in the equipment of the vessel.

3—The measures taken by the steamship company to send vessels to the wreck, and the loss of life, so that they may be impressed upon the minds of masters having similar responsibilities, and so that such masters may be led to avail themselves of all possible means of information.

4—The order given to the Queen from the Topeka at 11 o'clock Wednesday morning off the wreck to leave the scene and return to Victoria was wrong. The commission believes that, as a matter of legal right, Mr. Pharo was the supreme authority on the spot in regard to an order of this nature. Capt. Patterson, who was on the bridge of the Topeka with Mr. Pharo when the order was given, and who actually delivered it through the megaphone, admits in his testimony that he (Patterson) was the "original suggester of the order." This is probable, inasmuch as Capt. Patterson was a master of wide experience and excellent ability in matters of navigation, and doubtless Mr. Pharo relied upon him for advice in these matters. The commission therefore believes that the legal

Responsibility For This Order

rests upon Mr. Pharo and the moral responsibility upon Capt. Patterson, and that both of them are highly curable for having issued or sanctioned this order.

It is hard to understand the motive for this order. Probably it was the desire that the Queen should return and resume her regular business in the commercial interests of the company, though it must be said that the Pacific Coast Steamship Company, throughout the entire matter, seems to have spared no effort or expense, except in one case, to effect a rescue and to relieve the survivors. Both sides were argued on the witness stand that upon the arrival of the Topeka, which

drew 17 feet, the presence of the Queen, which drew 22 feet, was a long way off, and as she was unable to go in as shallow water as the Topeka, and, being a larger vessel, was less easily handled, and that, inasmuch as the Topeka was the one that should have remained. This argument shows the error of their entire position.

There was need for as many vessels there as could be gotten. When the Topeka arrived alongside the Queen, the Queen had not, by reason of the haze, seen the wreck for nearly an hour. The immediate question was, therefore, not one of rescue, but of finding the wreck and, as a matter of fact, the Topeka during the rest of that afternoon patrolled a beat of six or eight miles up and down the coast over and over again in the vain attempt to find the wreck. Furthermore, Messrs. Logan and Daykin testified that

When the Wreck Broke Up, about an hour after the departure of the Queen, a number of those still remaining on the wreck and all having life-preservers on, floated out to sea. It is obvious, therefore, that had the Queen remained, twice as much ground could have been covered by the patrol in the attempt to find the wreck, and the officers of the Queen had the best knowledge of where the wreck was, and thus there would have been more than double the chance of finding the wreck, and also this would have doubled the chance of picking up some of the survivors floating seaward from the wreck.

It might easily have happened that when the Topeka was engaged in her vain search westward, the Queen, had she been there, might by going in the other direction, have located the wreck again and picked up a number of these last victims. It is, of course, impossible to say whether the retention of the Queen at the scene of the wreck would have saved many lives, but it is equally hard to see why, under the circumstances and in view of the possibilities, she was not ordered to remain.

5. The officers of the Topeka never saw the wreck, and therefore could take no means of rescue. The officers of the Queen, however, were in sight of the wreck for about an hour (during part of which time they were occupied, it is true, with conversations with the Czar), and the question of sending boats to the wreck was discussed by the officers of the Queen and the masters and pilots on board, and was unanimously decided in the negative. This failure to make an attempt to send boats to the wreck, or to

Drift a Raft to It,

or to get a line to it, raises a question which, of all others, the commission found most difficult to decide. Undoubtedly the sea was of considerable strength and the coast dangerous, there being apparently a continuous line of breakers between them and the Valencia.

Unquestionably the men on board the Queen, as a matter of common humanity, desired to do the best they could to effect a rescue; no men in their position could have felt otherwise. On the other hand, the commission has the experience of the boat and the lifeboats from the Valencia, the commission believes that there was a fair chance of establishing communication with the wreck either by way of boats or by way of a raft, and that the men on the Queen knew nothing at the time of the experience of these rafts, and there was doubtless considerable justification for their standpoint for their refusal to attempt to pick up the wreck. The line of breakers was probably not more than 100 to 200 yards out from the bow of the Valencia. Had the Queen and the Topeka both remained on the spot, and had the wreck been again located, a number of boats might have been held just outside the line of breakers, and some of the survivors drifting seaward would have been picked up. Furthermore, had this close approach been made, the line of breakers with the boat on the men in them might have seen reason to change their opinion that a boat could not be gotten through the breakers, and a rescue might have thus been attempted directly to the wreck. Moreover, had boats been thus sent to the line of breakers before the wreck was again located, its location might have been ascertained in this way. But for some reason

No Boats Were Lowered

for this purpose. It was claimed by some witnesses that it was unnecessary to lower a boat from the Queen on the Topeka, but, as a matter of fact, the Topeka did lower a boat with safety and without difficulty about an hour later to pick up a raft, therefore, the commission desires to express no opinion, but is compelled to observe that there was certainly no display of the heroic daring that has often marked other such emergencies in our merchant marine.

6. As to the conduct of the Czar and the Salvor, the commission is under peculiar restrictions in stating any definite conclusions. These vessels are of American registry and the officers are not subject to American laws. Furthermore, they owed no duty under the circumstances except that of ordinary humanity; and, finally, with the exception, none of the officers of these vessels appeared before the commission. Also, a conflict of testimony exists as to whether the Czar, when he left the scene of the wreck, knew the location of the wreck, and if he had any reason to think it possible.

The established facts, therefore, are that the Czar, in company with the Salvor, lay off the wreck near the Topeka while the wreck was visible; that the Czar approached within a mile or a mile and a half of the wreck; that she shipped considerable water; that she came back at once to the Queen and reported that there was a wreck; that the Czar said that Captain Cousins told her that there was a wreck; that it is uncertain whether the officers of the Czar understood this information; that the Czar then stated that he was "going for shelter," and in company with the Salvor left the scene while the wreck was still visible.

Any judgment of this conduct of the Czar and the Salvor must turn about the one point as to whether the captain of the Czar knew there was life on the wreck or whether he had any reason whatsoever to consider it possible.

Two witnesses on the Queen swear to a discussion between the Queen and the Czar as to this question of life upon the wreck, and if this discussion took place, it is, of course, most probable that the Czar would have raised at least

A Question of Doubt in the mind of the captain of the Czar. The commission believes that on the evidence as submitted to it the captain of the Czar had sufficient information, either of his own or from the Queen, to enable him to at least raise the question as to this point. The Salvor had no conversation with the Queen, and acted solely upon what the Czar told him. A witness who was present on the Salvor testified that the Salvor had no questions and answers, reading as follows:

Q. I am after this point, captain: The Queen told the Czar emphatically that there was life on the wreck; the Czar said that he did not believe that there was life on the wreck, and the Queen said there was. Now, did the Czar report to you what the Queen said about it?—A. No, sir.

Q. Said nothing about the belief of the Queen?—No, not at that time.

Q. Did she later on?—A. Yes; at Bamfield.

Q. What did she say at Bamfield?—A. Captain Troupe was talking with Captain Christensen, and I was on the Queen, and I saw Captain Christensen state emphatically that he could not see any signs of life on the wreck; and he mentioned then that he had spoken about it to the Queen, and that she had heard three shots fired. Captain Troupe was rather put out about it, and he went in to speak to the others on board about it—Captain Cox and Mr. Bullen. Pilot Campbell was standing on the deck of the tug, and I asked him, and he seemed to have some doubt as to life being on board the ship. As soon as I knew that I told Captain Troupe, "Campbell said that he was sure there was life on the vessel or not."

"Well," Captain Troupe said, "if there is any doubt about it we will just get to work." So we formed our rescue party right then and sent the Czar for the Salvor.

Captain Troupe, referred to in the above conversation, was in charge of the Salvor, Captain Christensen master of the Czar, and Campbell pilot of the Czar.

These men, the officers of the Czar and the Salvor, are Canadian citizens, and the commission does not deem it proper to criticize the conduct of other than American citizens, but considers that it is their duty to state in this matter what it is believed that it believes to be the facts.

7. From the personal examination made by the commission of the steamboat inspection service at Seattle and the officers thereof, and from the reports of the various witnesses, it appears that the vessel was in good condition, and that the condition of the vessel was such that it was in good condition.

8. Reserving the most important conclusion for the last, the commission desires to emphasize, as the primary and greatest cause of the loss of life, the defective condition of the vessel, and the preservation of life in the shape of lighthouses, fog signals, life-saving equipment and means of communication in the vicinity of the wreck.

Owing to the peculiar weather conditions at the entrance to the straits, the Valencia was navigating in a haze which prevented her from seeing the lights, while at Cape Flattery light it was not possible to see the fog signals, the most important light in this entire course, to wit, that on Cape Flattery, is not placed in the zone where, by reason of the fog, the thick weather, the greatest danger lies.

The nearest United States lifesaving station is on the south side of Gray's harbor, 110 miles away from the wreck, and therefore absolutely inadequate to protect the coast.

The telegraphic communication from Cape Flattery and Neah Bay, the wires of the most precarious kind, are being strung on trees and continually cut off by the wind, and the wires are in danger of being cut by the wind, and when needed to secure the wires were out of order.

This part of Vancouver Island is substantially an almost impenetrable wilderness, with nothing but civilization in the interior in this vicinity and only a few inhabited points along the coast. Almost a similar condition exists on the coast of the state of Washington, though the conditions are somewhat different.

In order to satisfy the just desire of the public in regard to all details of this disaster, the commission has, as above indicated, stated its belief as to any points where lack of human effort or error in judgment on the part of private individuals contributed to loss of life, but when all that is possible has been said in this direction, it must be frankly admitted that by far the greater part of the responsibility for such loss of life lies upon fundamental natural conditions inherent in this locality, and that the

Extent of This Disaster

was in large measure due to the permanent and unavoidable perils of the coast, and that the great part of the responsibility for any navigation and the safeguarding of our coast and the waterways than of anything else, and that the only source from which any substantial improvement can be made, can come from the federal government. Therefore, earnestly holding this belief, the commission has hereinafter set forth its recommendations for action by the government.

It is necessary and proper to establish responsibility in connection with this disaster and to censure any who may have been in fault, but this will not restore the lives of the victims nor will it protect passenger traffic in the future. If such a terrible disaster must occur, it must be regarded primarily in the nature of a lesson for the future—a lesson not to be disregarded and if the government takes upon this lesson, shall make all reasonable

provisions within its power for the safeguarding of this coast, the victims of the Valencia will not have perished in vain.

### NOTES FROM DUNCANS.

Duncans, April 17.—The annual Easter entertainment given last night by the ladies of St. Peter's church for the benefit of the church was a grand success. A large number of well-presented K. Duncan as the leading man was excellent. Jack Grey as Trotter and E. J. Hearn as the uncle were capital. Mrs. Somers as the engaged girl and Mrs. Henderson as Mrs. Pepper filled their parts in a capital manner. The audience was very appreciative.

This Easter entertainment is always looked forward to by every resident of this district as one of the events of the season. Over three hundred were present to witness the performance.

The minstrels also were very good. Mr. Ventress as Mr. Johnson was the right man in the right place. Mr. Tupper, of Cowichan station, and E. J. Hearn were also prominent entertainers. The whole company gave entire satisfaction.

The performance dancing was enjoyed until the wee sma' hours. Great praise is due the ladies for the untiring efforts in arranging this entertaining programme, and the manner in which they carried out the programme, such as only are found at Cowichan, and the ladies were again thanked.

Rasier in Cowichan, especially Duncan, is a time of the year that every one who once tries forever enjoy. Geo. Harvey has spent his twenty-eighth Easter at Duncan. No doubt many other visitors here this Easter. The valley for the first time will also each year return here to enjoy the beauties of nature and the wealth of our streams and lakes.

A large contingent of Victorians who have spent their Easter holidays at Cowichan lake and at the adjacent fishing grounds returned to Victoria last night. Somers lake, Cowichan river and Quamichan lake gave up good catches to all who tried for fish.

## EASTERN LUMBER ORDERS UNFILLED

### PURCHASER UNABLE TO OBTAIN SHIPMENTS

Although Mills are Running Overtime  
the Demand Much Exceeds the  
Available Supply.

(From Tuesday's Daily.)  
Ivan D. Smith, of Montreal, is one of the dissatisfied visitors to British Columbia.

His cause for displeasure is somewhat unique. Since January 8th he has been going from pillar to post all over the province trying to place orders for lumber to be shipped East, but the mills cannot handle them. He is prepared to negotiate for several million feet but cannot obtain delivery.

The firm he represents requires an enormous amount of lumber for railroad and dock construction and has been forced to look to British Columbia for all the large sizes.

Speaking of a Times representative this morning he said: "There is room to-day for a lot more mills in this province. The Eastern market continually requires large dimension lumber, and for anything over 8x12 we have to look to British Columbia or the yellow pine districts of the Mississippi. But your timber is preferred, and I wish I could place the orders I have on hand for lumber of this description. There is a large amount of railroad construction going on in the East, with much more coming in the near future, and practically all the large timbers for bridges, trestles and docks will have to be obtained from the Pacific Coast. Although much handicapped by freight rates of \$2.40 per thousand on timber costing \$11 or \$12, the market is open for B. C. millmen and I see no possible reason why the present prosperity of the lumber industry should not continue for many years to come. I have been talking with many of your lumbermen, almost begging them to take orders for 10 or 15 carload lots, but they nearly all refuse, saying, 'We cannot take orders for all right, but someone else would have to wait.'"

"I am going to the mainland to-night and will make a further trip there to place my orders, but can hardly hope to do so."

On this subject Columbia you have forests of large timber unequalled anywhere in the world, and the insatiable maw of the East will be glad to obtain all the B. C. timbers available."

"I think the high-water mark has been reached in the boom following the prohibition of exportation, but see no reason why present values will not be maintained for three or four years at least. The whole stretch of the Dominion as far East as Toronto is open to exploitation and, as I said before, the enormous amount of construction going on and projected for the near future will provide a market for the lumber available. East of Toronto the supply available in the maritime provinces and cheap water carriage from the other side mitigate against B. C. controlling the market, but surely there is enough available to fulfill the aspirations of the most optimistic lumberman."

ATTITUDE OF OPERATORS.  
Report That They Will Reject Proposal Submitted By Miners.

New York, April 17.—The anthracite operators who are meeting here to-day are reported to have decided to reject absolutely the miners' latest proposition and to adhere to their own former proposition.

Two operators are authority for the statement.

## C. C. CHIPMAN IS VISITING CITY

### VICTORIA AN IDEAL PLACE IN HIS EYES

The Executive Head of Hudson's Bay  
Company is Enthusiastic Over  
Its Charms.

(From Tuesday's Daily.)  
C. C. Chipman, of Winnipeg, chief commissioner of the Hudson's Bay Company, is in the city. He is staying at the Oak Bay hotel, where Mrs. Chipman and the members of his family have spent the greater part of the winter. Mr. Chipman was seen at the hotel last evening by a reporter of the Times. He says that his trip to the coast at this time is one of his regular ones made for the purpose of inspection, etc. His visit he says has no special significance.

Mr. Chipman will spend a few more days here and it is quite evident that he laments the approach of the day when he will have to leave, for no visitor to the city more enthusiastic in his praises of the charms of Victoria than the chief commissioner of the Hudson's Bay Company. It will be remembered that when he was in Victoria over a year ago he gave the Times an interview in which the beauties of the city and its advantages as a residential and tourist centre were extolled. There can be no doubt that at that interview, which was freely copied in the papers of Manitoba, had a very appreciable effect in inducing many of the visitors from the prairies who came here this winter to make the trip. Mr. Chipman is undoubtedly one of the best immigration agents that the city of Victoria has.

When he was asked last evening when he would be leaving the city it was with an air of sadness that he announced that he could spend only a few more days here. This statement was found in the question, by him, "Isn't this a lovely spot?" No one in the Dominion of Canada has had better opportunities than Mr. Chipman to form a relative estimate of the advantages of the different parts of places of residence. That he puts Victoria in the very front rank there can be no question, as he has selected it as the place where his wife and family shall spend the winter.

Mr. Chipman confirms the news that there is a very rapid development of the prairie sections of the Dominion. He expects to see considerable work done on the Grand trunk Pacific line coming summer. The roadbed from Portage la Prairie to the Touchwood Hills is practically ready for the rails now, and he thinks that there will be no time lost in extending the road this season.

In connection with the affairs of his own company Mr. Chipman says that there is nothing out of the regular line of business to report.

## LORD ROTHSCHILD GIVES SUPPORT

### BECOMES INTERESTED IN ARCTIC EXPEDITION

Royal Geographical Society Also Sends  
Additional Contribution—Schooner  
Sails May 15th.

(From Tuesday's Daily.)  
Capt. Einar Mikkelson, the Arctic explorer who is fitting out an expedition in this city to make a search of scientific information about the frozen regions of the far north, is in great spirits to-day. And he has more than ordinary reason to be feeling in this condition. Until yesterday he was laboring under the greatest handicap that can befall preparations of the kind he is making, namely, the lack of ample funds. Finances are now assured from different parties and there will be nothing but stunted in arranging the preliminaries.

Last night the captain received a telegram from Lord Rothschild announcing his intention to contribute \$10,000 towards the expedition. In addition to this the Royal Geographical Society of London, England, have promised \$500, and assistance is expected from other sources, so that there will be no lack of capital necessary in acquiring his schooner in Victoria the captain considers he made a very cheap buy, but he had not figured on labor being so high as it is on the coast and his expense account reaching the proportions it has.

Mr. Mikkelson will set sail from Victoria. She will proceed direct to Siberia, where dogs for the remainder of the trip are to be secured, and Arctic. Two years' supplies are to be taken aboard in this city, sufficient to last until the schooner has returned to Victoria.

"I have got a bird," said Captain Mikkelson in speaking of his vessel this morning, and he spoke with even greater jubilation than usual over his prospects. "I have got a man, the member of my scientific party engaged and all I need is a sailing master and one sailor. The party will consist of six members, including myself, as follows: Ernest de K. Leffingwell, my partner, a distinguished zoologist and artist; Einar Dieckmann, geologist; V. Stafansson, ethnologist; Dr. George Bove, surgeon, and Chris Thursen, boatswain."

The crew will number ten, making a total of sixteen men which the schooner will carry on leaving Victoria.

## REALTY SHOWING GREAT ACTIVITY

### MANY IMPORTANT SALES RECENTLY CONCLUDED

Montreal and Manitoba are Being Dis-  
carded in Favor of Victoria's  
Splendid Climate.

The activity in the real estate market so frequently noted of late is still maintained. Though inside property is not moving more rapidly than usual, acreage areas within a short distance of Victoria are changing hands with great rapidity. This is more a case of congratulation because in almost every instance the purchasers are the most desirable class of home-seekers—men with money who are seeking the Pacific Coast to escape the rigorous winters of the east.

Several important transactions have taken place recently. One of the most recent was the sale by H. H. Jones of 100 acres of the Wilder estate, Esquimalt road, to J. A. Loudon, a wealthy gentleman of Westmount, the fashionable suburb of Montreal. The land in question is about four miles across from the outer wharf, just back of the Esquimalt lagoon. At present the land is unimproved, but Mr. Loudon will probably return in the fall and build a house and thereafter make "London Park," as the estate will be known, his home. There is a desirable body of fresh water, about the size of Goodacre's lake, on the property. It is his intention to retire from active business, leaving it in the hands of his son. Mr. Loudon is well known in British Columbia, as he has travelled regularly through different sections. Mr. and Mrs. Loudon leave for the east to-night, preparatory to the former making arrangements to retire from business.

No sooner had he made his purchase than Mr. Loudon purchased the "Booster Club." Through his efforts two other eastern capitalists have instructed Mr. Jones to look for similar estates which they are prepared to purchase as soon as found.

Another winter visitor here who has become enamored of Victoria's climate is James McCann, a prominent agricultural implement man of Killarney, Man. He has purchased the Christophr cottage and two lots on Sumas street, in the north end of the city, beyond the fountain. Mr. McCann has been a resident for several months, and after careful consideration has decided to make this city his home. Like many of the other visitors, he has been looking for a place to live in, and he has found it in Victoria.

There were many scenes of boisterousness throughout yesterday, and a special was procured toward the scene of the riot. The riot was blocked by a line of troops and did not until after 4 o'clock that

At that time the town was in a state of confusion, and the constabulary relieved some of the rioters who were patrolling the streets and the beats were placed in the hands of the constabulary.

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