CAPTAIN ROBERTS' STORY OF WRECK

Rescued Passengers of Clallam Express Heartfelt Admiration of Master's Gallant Fight Against Impossible Odds and Cool Bravery of First Officer

Seattle, Jan. 9.—Capt. Roberts, whose long fight to save his boat, passengers and crew has been lauded by the survivors as a most remarkable battle against impossible odds, was almost unnerved by his long struggle. In the office of the Puget Sound Navigation Company, he told briefly the story of the fight against the storm. He said:

"We left Port Townsend just after 12 o'clock Friday and entered the straits to face a heavy southwest snow and rain storm. As we were crossing the straits the wind and sea increased, and as the pitching of the vessel became more noticeable I got up and went into the pilot house where I remained until the Clallam was abandoned.

"About 3 o'clock, Mr. Delauney, the chief engineer, came to me and reported that the steamer was making water. One of the deadlights on the lee or starboard side, had been broken under water. Mr. Delauney and the first officer took blankets and plugged up the deadlight, but the water still kept gaining on us. I tried to get off before the wind so as to raise the broken deadlight out of the water, but it was impossible to make the Clallam come around.

"After we had been running the ship for an hour and the water still continued to gain so that it put out the fires, it was decided to put the lifeboats in the water. We were then about two and a half miles off Destruction island lighthouse and I thought if there was any chance of the boats getting ashore it would be during the day time when the shore could be seen. It seemed to be but a short distance to safety and the chance, I knew, would be the best the lifeboats would have to get the passengers ashore.

"Capt. Lawrence of Victoria went off in the first boat with the women and children. She reached the shore safely and I did not see the boat again, but I was told later that it had capsized and all were drowned. The second boat got clear and was about 600 feet to the windward side of the ship when a wave breaking over the boat washed several men out. Later on I made out the boat still afloat, but could not see whether any survivors were still in it. The third boat was being lowered when the fall got foul and the men in it were capsized.

"The other boats were on the weather side of the ship and it was impossible to launch one of them. Moreover, after the disaster that had overcome the other boats it was considered better not to risk the loss of any more boats but to keep them for future emergencies.

"The Holyoke spoke us between 9 and 9:30 o'clock Friday night. Shortly after 10 o'clock they got a line aboard us. I asked Capt. Hall to tow us to the nearest port, which was Victoria, but as it would have been to fight against the gale, Capt. Hall decided that it would be better to put about for Port Townsend.

"We were picked up midway between Smith and San Juan islands. At one o'clock Saturday morning the Sea Lion came up. We had been towed to a point about midway between Smith island and Dungeness lighthouse. The vessel was gradually sinking and I signaled Capt. Manter to bring the Sea Lion to our assistance. I sent him to tell Capt. Hall of the Holyoke that he would have to cast us loose and called to the men to come on deck.

"The Clallam was settling fast and about the time the Sea Lion got back to the steamer she went over on her beam ends and began to disappear and break up. Previous to this I had requested the passengers and crew to go out forward and as she went over they got out over the rail and on to her side. A raft had been gotten adrift by the second officer and we went over the side and got aboard it. About this time a wave washed me off the Clallam and I was pulled out of the water by the first officer and another man.

"Nearly all those aboard the Clallam at the time she went to pieces were saved. The men either reached the raft or a boat, or were picked up in the water by the two tugs. The Holyoke and Sea Lion remained in the vicinity of the Clallam until daylight to assist and rescue any that might have been overlooked, but no more persons were found. At daylight the two tugs started for Port Townsend."

First Officer Doheny went over the story of the wreck in detail, telling the story as did Capt. Roberts, giving perhaps more of the details. It was owing largely to the coolness of Mr. Doheny that so many of the passengers and crew were saved. He was the last man to leave the Clallam and had prior to that secured the life raft that saved so many lives. He saved Capt. Roberts from drowning and all the passengers and crew speak highly of his performance of duty.

Fifty-Six Find Watery Graves

(Continued From Page One.)

Burns, Seattle, wife of the agent of the Northern Pacific railway, and a brother of K. J. Burns of the Great Northern, in this city. Mrs. Burns was formerly Miss Margaret Murray, of this city, and Miss Annie Murray was returning from a visit to her sister. Miss Murray was a milliner connected with the White House in this city, and was a member of St. Andrew's Presbyterian church choir. She had several brothers and sisters resident here.

W. R. GIBBONS

Was formerly a resident of Tacoma, and recently came to Victoria to make his home here, having taken the place of Mr. Longfield as organist of St. John's church. He was heard in a number of selections when presiding at the organ in the little iron church on Sunday last, and went to Tacoma at the beginning of the week to make arrangements to wind up his business there before removing to Victoria to hereafter associate himself with this city. He was formerly organist at a Tacoma church and he directed a choral society in the Sound city.

CHARLES THOMAS

And his sister, Mrs. Chas. Cox, were residents of Ladysmith, and were returning from a visit to Carbonado mines, near Seattle. Mr. Thomas was a brother of H. Thomas, a miner of Ladysmith, and Mrs. Chas. Cox was his sister. They went to Carbonado early in the week to visit relatives who are engaged in the coal mines in that vicinity.

MISS DIPROSE

Was a sister of Mrs. W. H. Challoner, wife of the well-known local jeweler of the firm of Challoner & Mitchell. She was a nurse who had been engaged in work at Tacoma, and was coming to Victoria on a visit to her sister, Mrs. Challoner.

A. H. PRINCE

And Guy Daniels were the well-known entertainers who recently gave a recital at the rooms of the Y. M. C. A. in this city. Messrs. Prince and Daniels left Chicago three years ago on August 10th, to tour the United States and Canada, and had been in 364 cities. Mr. Prince was a monologuist, whistler and mandolin player, and Mr. Daniels accompanied him at the recitals. They were induced to return to Victoria, where they spent last week at the Driard hotel, to give a charity concert in Semple's hall at Victoria West, and were on their way here for that purpose when they lost their lives.

MISS GILL

Was one of the witnesses coming from San Francisco on account of the Hopper-Dunsmuir will case, and was completing the last stage of her journey in order to testify at the trial in the city on behalf of the defence, when she was drowned.

R. TURNER

And Mrs. Turner were residents of this city. Mr. Turner was employed here as a street car conductor, having been on the cars of the Spring Ridge service. He came to Victoria from Los Angeles about three years ago and had been in the service of the street railway company since. He was married in this city about a year and a half ago. He resided on Pandora street. He and Mrs. Turner had been on a visit to friends in Seattle.

W. C. ROOKLEDGE

Was a painter of Tacoma. R. G. Campbell was an expressman of this city. Jack Sweeny, who was saved, was a Victorian, resident on Johnson street.

CHAS. GREEN

Who was drowned, was a resident of this city, and had several relatives here. He was formerly in the employ of R. Dunsmuir, Sons Co. He was returning from a visit to the Sound.

C. F. JOHNSON.

Another victim, was the father-in-law of Chief Justice Gordon Hunter, of this city, and was bound here from his home on the Sound to visit his daughter and the Chief Justice at their home on Belleville street.

L. W. David who was among the saved, is the well-known Blaine lumberman, who was en route to Victoria on business. Peter Larsen, another of the saved, is a railway contractor. He was en route here on business, and will come over from Seattle tomorrow.

THE CREW.

H. Sears, mentioned in the crew as lost, is said to be a brother of Capt. A. A. Sears, of this city. E. Lockwood, the lost freight clerk, was well known here, having been connected with the many steamers engaged on the Sound run for years. He was forty years of age and leaves a wife. Bruno Lehman, customs inspector, also had many friends in Victoria.

MEMBERS MISSED BOAT.

R. F. Green and Messrs. Wright and Fraser Arrived by Rosalie.

Hon. R. F. Green, chief commissioner of lands and works; Harry Wright, M. P. P. for Ymir, and E. A. Fraser, M. P. P., arrived in the city yesterday by the steamer Rosalie, which arrived from the Sound about 5 o'clock. The minister and the two members had intended to come to Victoria by the ill-fated steamer, and there were many rumors current that they were on board yesterday morning. It seems, though, that they had missed connection by about half an hour, and fortunately for them, remained over to come by the steamer Rosalie, which came to Victoria yesterday.

The Rosalie did not sight any wreckage, nor did her officers sight any of the life rafts, boats or any bodies of the victims of the Clallam wreck on the way to Victoria.

WERE NOT ASKED.

Naval Authorities Were Not Requested to Give Assistance.

The naval authorities at Esquimalt did not receive any requests from anyone in connection with the disabling of the steamer Clallam to proceed to the assistance of the wrecked vessel. It is reported that Mr. E. E. Blackwood, agent of the steamer, when telephoning to Esquimalt to endeavor to secure a steamer from the B. C. Salvage Company, was told that the flagship Grafton was the only warship available in port, and she was not ready to proceed. It is understood that the Grafton could not have been made ready in less than seven or eight hours at the least, as her fires were out. The navy were not requested to despatch assistance.

A FATAL WEEK.

Disasters at Sea Which Marked Commencement of Past Years.

There seems, if one may judge from the records of steamship accidents of the past few years, to be a strange fatal coincidence attached to the first week in the New Year in regard to shipping disasters. Within the past three years the opening week of the years have been marked with shipping disasters which have cost heavily in lives. The steamer Walla Walla, which was sunk by the French ship Max off the California coast, foundered on January 2nd, and some forty-six lives were lost, and two days later the steamer Bristol foundered in Dixon's Entrance in northern waters, carrying seven men to death. On January 2nd of the following year the Norwegian bark Prince Albert was dashed onto the rocky coast at Ozette, near Cape Flattery, and fourteen of her crew were drowned. And now another year has started with another shipping disaster, involving a heavy toll of human lives at the opening of the year.

No tree has ever been found larger than the Sicilian "chestnut of a hundred horses." It is no less than 204 feet in circumference.

THE LOST SHIP.

Built Less Than a Year Ago—Was Considered Well Found.

Launched so recently as May, 1903, from the shipbuilding yards of E. W. Heath, Tacoma, the ill-fated Clallam was reckoned to be in all respects a well-built and well-fitted vessel. She measured 168 feet over all, 32 ft. beam and 13 ft. moulded depth. She had 44 staterooms, carrying most of them on her upper decks. The motive power consisted of a direct-action compound condensing engine, 800 i. h. p., developing an average of 13 knots. She was built entirely of timber, and the cost of construction was about $80,000.

The Clallam was practically a sister ship to the Majestic, both being by the same builder, and having the same general appearance. If anything she was a more commodious vessel than the Majestic, having more deck room and promenading space.

The owners of those vessels, the Alaska Steamship Co., of Seattle, are building another steamer, which was to take the place of the Clallam next spring, to run alternately with the Majestic during the summer. The new steamer will be ready shortly. Unfortunately the Majestic is also at present in dock undergoing alterations and improvements.

The Clallam, while well fitted as a cargo carrier, had not been doing much freight business of late, and on the day on which she foundered had little or none aboard. When fairly well loaded the Clallam was very steady and a good sea boat despite her high freeboard.

Relatives Notified.—G. K. Prince and Guy Daniels, who were lost in the Clallam disaster, were both prominent members of the Fraternal Order of Eagles. When the dreadful news was received in this city prominent local Eagles began looking for information with a view to getting authentic news. When the worst was known to be only too true, Joseph Wachter, president of the local aerie of Eagles, immediately telegraphed the sad news to the secretaries of Eagle aeries in the cities to which the lost brothers belonged with a request that he notify the relatives of the deceased.

In another part of this paper will be found an interesting advertisement of Weller Bros. This well-known firm are—as they have always been—to the fore on all matters pertaining to the furnishing of a home—your home. They have made a life business of its needs and you can have the benefit of this knowledge. If you have not already received their large illustrated catalogue, drop them a postal—it's free. You will find it a valuable and interesting book.

Marble Bay Mines.—A well-known mining man returned to Vancouver from Van Anda yesterday, and gives a very favorable report on the operations in the Marble bay mines. This mine is one of the few big paying propositions of British Columbia, of which very little is known. The four hundred and sixty foot level has now been reached, and a big body of ore located.

MR. TAFT'S GENEROSITY.

Washington, Jan. 8.—Referring to the publication in one of the London papers, that Governor Taft while at Tokio, promised that the attitude of the United States should be friendly to Japanese in the event of hostilities with Russia, and that Japanese vessels should be accorded special privileges in the Philippines ports, it is said at the American state and war departments that it is certain that he did not commit the United States government to any policy. He has no authority to do so.

NO DECISION RENDERED.

In the Quangtai-Empress of India Damage Suit.

When the Empress of Japan sailed from Shanghai on December 18th, no decision in the Admiralty case of the Quangtai and the Empress of India had been rendered. It will be remembered that the Imperial Chinese government brought suit against the C. P. R. for the recovery of £90,000 damages for the sinking of the cruiser Quangtai off Hongkong several months ago. It was expected that the court would have rendered a decision long before this.

Married at Seattle.—The wedding of Marie F. Smithson, eldest daughter of Mrs. Ewing, and sister of Mrs. G. J. Cook, of Victoria, and Frank G. Hackman, of Ellensburg, Wash., was celebrated at the home of the bride's parents at Seattle on Monday evening last. Rev. Donald Ross performed the ceremony. The bride was attended by her sister, Miss Mabel Ewing, and the groom by Mr. G. J. Cook, the well-known naval outfitter of Victoria. A large company of relatives and friends were present. A wedding repast was served, after which Mr. and Mrs. Hackman left by train for Ellensburg, where they will make their home.

Get one of the Local Views, free to every purchaser at Weller Bros.

MISHAP TO CLALLAM.

Wrecks the Benefit Concert at Victoria West.

Owing to the fact that Messrs Prince and Daniels, the celebrated musicians were passengers on the unfortunate steamer Clallam, the benefit concert at Victoria West was indefinitely postponed.

The management offered to refund the admission, but the large gathering generously refused to accept it and unanimously donated it to the fund.

The thanks of Mr. and Mrs. Reatt and family are herein heartily tendered to the many friends who have so kindly assisted them in this manner and to those who have so liberally subscribed. They also desire to thank the Colonist for the generous use of its columns and the kind assistance so cheerfully rendered.

"There is a painter who is married to his art," said the prude, pointing out the distinguished individual.

"I wish all artists would be content to do that," replied Mr. Bryan, thinking of Leavitt.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Kostin, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, confidence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by all the principal Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by Lyman Bros. & Co., Ltd., Toronto. Price $1; postage 4 cents.

NAVAL STRENGTH OF RUSSIA AND JAPAN

Battleships and Armored Cruisers of the Two Nations.

RUSSIAN BATTLESHIPS.

1. Sarevitch.
2. Retvisan.
4. Pobieda.
4. Peresviet.
5. Osliabia
6. Petropavlosk.
7. Sevastopol.
8. Poltava.

RUSSIAN ARMORED CRUISERS.

9. Bayn.
10. Rossiyu.
11. Gromoviol.
12. Rurik.

JAPANESE BATTLESHIPS.

A. Asahi.
B. Mikasa.
G. Hatsuse.
D. Shikishima.
E. Yashima.
F. Fuji.
G. Chin Yen.

JAPANESE ARMORED CRUISERS.

H. Idzumo.
I. Iwate.
J. Yakumo.
K. Azuma.
L. Azama.
M. Tokiwa.

In the city of Washington there are 13,000 Browns, 15,000 Smiths, 14,000 Johnsons and 1,000 Jones.

Let one of your New Year's resolutions be to trade at Wellers'.

ADD THEATRES CLOSED

Philadelphia, Jan. 8.—Mayor Weaver today ordered the Standard theatre to close because of defective insulation of its electric light wires.

Another Cure of Chronic Disease

Of the Kidneys and Bowels—Well-known Steamboat Man Endorses

DR. CHASE'S KIDNEY-LIVER PILLS

Statement Vouched for by Minister.

Mr. James A. Buchner, of St. Catharines, Ont., was for years a steamboat man and is favorably known in every port from Cleveland to Montreal. Until a few months ago he was for years a great sufferer from kidney disease, rheumatism and constipation. Dr. Chase's Kidney-Liver Pills have made him well, and, for the benefit of others he has made the statement below:—

Mr. Buchner writes:—"For many years I was the unhappy victim of kidney trouble, rheumatism and constipation, which became so severe as to make life a burden. I was a constant sufferer entirely unfit for work; appetite was fickle; I became emaciated; could not sleep, but arose in the morning tired and enfeebled. I lingered on in this condition, gradually growing worse, and became despondent and discouraged because I could obtain no relief from the many medicines used.

"Friends advised Dr. Chase's Kidney-Liver Pills, and I now feel thankful that this medicine came to my hands when I was in such a miserable condition. The first box gave relief, and, filled with joy at the thought of again recovering health, I continued the use of these pills until I had used six or eight boxes and was again enjoying my former health and vigor. I shall always recommend Dr. Chase's Kidney-Liver Pills as an ideal medicine."

Rev. W. D. Mason, Methodist minister, Port Robinson, Ont., writes:—"Being personally acquainted with Mr. J. A. Buchner, who was cured by the use of Dr. Chase's Kidney-Liver Pills, I can say I believe he would not make a statement knowing it to be in any way misleading or untrue."

It is by curing just such chronic and complicated cases as this that Dr. Chase's Kidney-Liver Pills have become so well known as a medicine of exceptional merit. Their direct and combined action on kidneys, liver and bowels makes them successful where ordinary medicines fail. One pill a dose; 25 cents a box at all dealers, or Edmanson, Bates & Co., Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author are on every box.

MAGNIFICENT PILES' NARROW ESCAPE

Five Million New Building of N. Y. Stock Exchange Has a Close Call.

New York, Jan. 9.—Fire early today was discovered in the new Stock Exchange building, and because of defective fire alarms, the fire department was delayed in arriving. In the meantime the building was threatened with serious damage.

The fire broke out in the cable room of the Western Union Telegraph Company, and was caused by the burning out of insulation. An attempt to ring in an alarm from the Stock Exchange was unsuccessful as the box was out of order. Boxes at Beaver and Broad streets and Pine and Nassau streets were found in a like condition, and a messenger was finally hurried to the engine house on Stone street. It was thirty-five minutes after the blaze was discovered when the firemen hardly. The building was filled with smoke and the firemen could work only in relays. A messenger was found apparently asleep on a bench, but later proved to be overcome by the smoke. He was taken to the street and revived. The telegraph service in the Exchange is interrupted, and all matter handled by the branch will be sent out from the main office on Broadway till repairs are made. The damage is small.

AMERICANIZING CUBA.

Havana, Jan. 8.—The first primaries preparatory to the election of half the members of congress and of provisional councillor, were held today. In Cienfuegos partizan feeling developed a disturbance, during which several shots were fired and one or more persons wounded. The disturbances were caused by a party of radicals who were armed with machettis. The police fired on the party, and it is reported the leader was wounded.

IROQUOIS HORROR WAS SECOND FIRE

First Outbreak Took Place on the Night The Theatre Opened.

Chicago, Jan. 9.—Sworn testimony was given today that a fire broke out in the Iroquois theatre the very first night that the theatre was opened. This first fire only preceded by a few weeks the great disaster which resulted in the loss of hundreds of lives. John Bickles, a workman employed on the construction of the theatre, said: "I was in the basement the night the theatre opened, in a short passage southwest of the stage. I heard a loud report and flames came from the partitions over my head. The partitions in the basement under the stage rise from the floor about eight feet, but did not reach the ceiling. The flames came from another room from where I was. I was told a gas tank had exploded."

Louis F. Post, whose offices commanded a view of the Iroquois theatre, declares that the outer edges of the smoke and flames were tinged with a peculiar greenish color. Mr. Post, his wife and S. S. Stinger, who were in Post's office at the time of the disaster, express the belief that there were chemicals on the stage which added to the fire.

Another death resulting from the Iroquois fire was reported to the coroner today. Mrs. M. A. Nelms died at the Samaritan hospital of injuries. Her death increased the total to 569. At the same hospital are two other fire victims who cannot recover.

MURDERER'S FREAK IDEA.

Minneapolis, Jan. 8.—James Garfield last night locked the door of his flat in the third story of the building opposite the West hotel on Fifth street, and told his wife he meant to kill her. Then he telephoned a friend to "Hold the line and listen." The friend heard the woman's screams and three revolver shots. He notified the police, who broke open the door and found Garfield dying with a bullet in his brain. The woman was dead. She was a vaudeville artist known as Pearl Guyotte.

Panama ranks fifth in poulation and seventh in area among the states of the Colombian republic.

SPENCER'S

WESTERN CANADA'S BIG STORE

THE JANUARY SALE GOES MERRILY ON

Already the first week has sped by—large quantities of goods have vanished yet the pace keeps up. Women know how to appreciate this sale and its opportunities. The second Week of the January Sale more interesting than the First. The various offerings advertised for Monday independent of the white goods sale are among the strongest values we have presented this month. On Monday next begins our great

ANNUAL WHITE GOODS SALE

This Sale includes Ladies' Muslin Underwear, Embroideries, Housekeeping Linens, White Dress Muslins, Sheets, Pillow Cases, Men's White Shirts, Night Dresses, Etc., Etc.

Gowns

50c. Gowns for ..... 25c.
75c. Gowns (two qualities). One—An extra heavy cotton, with double frill, for ..... 50c.
Another—A fancy yoke, with stitching, etc., for ..... 50c.
90c. Gowns, trimmed frills and embroidery, for ..... 75c.
$1.25 Gowns, trimmed profusely with embroidery $1.00
$1.50 Gowns, trimmed profusely with embroidery $1.25
About 30 Expensive Samples (a little soiled) at Half Price.

Corset Covers

15c. ones for ..... 7c.
25c. ones, trimmed embroidery, for ..... 15c.
35c. ones, trimmed embroidery, for ..... 25c.
50c. ones, trimmed embroidery, for ..... 35c.
75c. and 85c. ones, trimmed embroidery, for ..... 60c.
$1.50 ones, trimmed embroidery, for $1.00

Colored Batiste Slips

All Shades.
50c. ones for ..... 35c.

Drawers

35c. ones, with muslin, full hemstitched, for ..... 25c.
60c. ones, extra wide end-frill edged embroidery, for ..... 35c.
75c., tucks and frills of embroidery, for ..... 50c.
$1.00, several odd lines ..... 75c.
$1.50 ones $1.00
$2.50 and $3.00 ones $1.50

Skirts

January Sale Prices:
90c., $1.00, $1.25, $1.35, $1.50, $1.75, $2.00, $2.75 and $3.15.

Embroideries

The January Clearance Commences Monday.
5c. Embroideries for ..... 2½c.
10c. Embroideries for ..... 5c.
20c. Embroideries for ..... 10c.
25c. and 30c. Embroideries for .. 15c.
50c. Embroideries for ..... 25c.

White Dress Muslins

About 800 Yards of Dress or Waist Muslins:
Regular prices 30c., 35c., 40c., 45c. and 50c.; January Sale, yard 25c.
In this lot are Fancy Stripe Piques, Figured Mercerized Muslins, Silk Finished Spot and Stripe Muslins, White Organdie Stripe and Spot Muslins, and opaque effects and large figures in Satin-finished Muslins.
Other prices in White Muslins, per yard ..... 12½c. and 15c.

Table Linens

Hemstitched Linen Cloths; regular $4.00, January Sale $3.00
Hemstitched Linen Cloths; regular $4.75, January Sale $3.25

White, Pink and Blue Flannelette

(1,000 Yards.)
January Sale Price, yard ..... 8½c.

White Cotton Blankets

Sale Prices .....35c., 50c. and $1.00

Sheets

Full size, hemmed, pair $1.75
Hemstitched Sheets, January Sale, pair ..... $2.50 and $3.75

White Bedspreads

January Sale prices, 65c., 85c., $1.15 and $1.35
English Marcella Quilts; January Sale prices $2.00, $2.50 and $3.50
Pillow Cases and Shams, pair .... 25c.

Sheetings and Cottons at Mill Prices

7-4 Bleached Sheeting, yard ..... 16c.
8-4 Bleached Sheeting, yard ..... 19c.
60 pieces of Soft Finished Cotton; finished specially for the needle and machine, regular 12 1-2c. Yard ..... 10c.

White Goods Sale in the Men's Department

Men's Unlaundered Shirts

Our usual 50c. quality, January White Sale, 38c., 2 for ..... 75c.

Dressed Shirts

$1.00 quality for ..... 65c.
75c. quality for ..... 50c.
Full Dress, $1.50 quality, for $1.00

Men's Night Dresses

75c. Shirts for ..... 50c.
Men's Twilled Cotton Night Dresses, extra good value at 75c., January Sale ..... 50c.
Better qualities, usual $1.00, January Sale ..... 75c.
Flannelette Night Dresses, white satin cuffs, collar and front; value $1.00, January Sale ..... 85c.

A Great January Ofering of Men's Colored Shirts Monday

Worth 50c., $1.00, $1.50, for 25c., 50c., $1.00.

January Sale of Colored Silk Velvets

$1,00 and $1,50 Velvets Monday 65c a yard

It has been our custom other years to carry a full range of Silk Velvets through Spring and Summer. This month we reduce our Stock, so down comes the price of Velvets to 65c. per yard.

30 different shades to choose from; regular price $1.00 and $1.50, Monday, per yard ..... 65c.
Our full range of Panne Velvets; regular prices $1.00, $1.50, $1.75 and $2.00 yard, Monday, yard .. 65c.
Black Panne Velvet; regular $1.25, Monday, yard ..... 65c.
If you would like a nice Eaton Jacket or Silk Velvet Waist, or Opera Cloak, remember Monday's Sale, when Silk Velvets will be cleared at 65c. per yard.

Three Groups of Suits and Overcoats

THE FACTS ARE REMARKABLE.

Group One

73 Overcoats at $9.75 each; regular $12.50 to $20.00.
Materials are Black and Oxford, soft-finished Cheviots and Vicunas. This lot includes all our high-class lines selling regularly up to $20.00.

Suits at $9,75

Your choice of any Suit above, $12.50.
Over 300 to choose from. Every fashionable material, Stripe Tweeds, Serges, Worsteds, Cheviots, etc.

Group Two

47 Overcoats at $6.75. Regular price $10.00 and $12.50.
Materials are Cheviots, Tweeds and Worsteds. Over 450 Suits to choose from at this price. Regular price $10.00.

Group Three

60 Overcoats at $3.75; materials are all-wool, gray cheviot and black Italian; silk faced or without. Some of these are shades, mostly dark. Some extra heavy Coats in the lot, but mostly medium weights.

128 Suits at $3,75

The Trousers alone of these Suits sell in the ordinary way for $2.50.
In the lot are Halifax Tweed Suits, Brown and Gray Canadian Tweed Suits.
A Suit for workingmen for half the usual price.

JAPAN'S FIRST STEAMER.

Lord Elgin, the first British Minister to Japan, presented to the Shogun on behalf of the Queen, a small yacht of 400 tons, named the Emperor; and this, says Engineering, was the first steam vessel owned by the Japanese government. Shortly after the restoration of the Mikado's government purchased from the United States government the Stonewall Jackson, an iron clad ram of 1200 tons burden, and this was the first ironclad owned by the Japanese. In September, 1867, the Shogun obtained from the British government the services of Commander Tracy, R. N. (now Admiral Sir R. Tracy) and a small party of British naval officers and men, for the purpose of giving systematic instruction in seamanship and gunnery to young Japanese officers; but five months later the revolution which drove the Shogun from his position broke out, and the naval mission, as it was termed, was withdrawn, first to Yokohama and then home to England. In the year 1873, when the new government had got somewhat settled, a second naval mission, headed by Commander Douglas, R. N. (now Admiral Douglas), consisting of about thirty men and officers, was lent by the British government, and training officers and laying the foundation of the Japanese navy. A naval college was built at Tokio, and a very complete course of study and training was organized. The naval college was later on removed to Etajima, in the Inland Sea, an academy for senior officers was established at Tokio, and gunnery and torpedo schools were also organized. Yokusuka dockyard, which had been started under the Shogun by French engineers, was extended, and is now a very large and important establishment; and generally the organization of the naval department was put on a basis which enabled it to develop on right lines, and lead up to its present very important position. In 1877 the Japanese seriously entered on the acquisition of modern fighting ships, and in that year the first ship especially built for them in England—a broadside centralbattery ship of 3700 tons—designed by Sir Edward Reed, was launched on the Thames. She was followed by several small but powerfully-armed ironclads. Since the war with China a great expansion has taken place, and at the present time Japan has a navy which in offensive and defensive armor, in speed and steaming the world of equal size. It comprises capacity, and will hold its own with any in seven first-class battleships, ranging in tonnage from 12,000 to 15,000, seven first-class and fourteen second-class cruisers, together with a large number of small vessels, and a large torpedo flotilla, nearly every one of them of the most approved construction and armament. The total personnel consists of 37,646 men, including 31,379 on active service, 4,276 in the first reserve, and 1,991 in the second reserve.

Veterans' Meeting.—On Tuesday evening next at 8 o'clock, the annual meeting of the Veterans Association of Victoria will be held in the Pioneer hall. This meeting is of much importance as the question of arranging various matters for the ensuing year should be settled. There is considerable diversity of opinion on matters affecting the association which requires every member to make an effort to attend.

"Papa, what's the meaning of 'celibate?'"

"Look in the dictionary, child."

"I never can find anything in the dictionary. It hasn't got any index."—Chicago Tribune.

The

VOL. XLVI., NO. 11.

Again Sit At Ottawa

Sifton Faction in Federal Cabinet Gets Consent to Another Session.

Minister of Interior Pleaded That Immediate Election Spelt Disaster.

Thursday, March Third, Spoken of As Probable Date of Opening.

Ottawa, Jan. 12.—Of the two factions in the cabinet—one favoring an immediate dissolution of parliament and the other desirous of another session before dissolution takes place—the latter has gained the day. Another session will be held, and to Hon. Clifford Sifton in a larger measure this decision is due.

Several ministers favored an immediate dissolution on the ground that it would never do to reopen the Grand Trunk Pacific question before an appeal to the country.

On the other hand, Mr. Sifton, who is greatly worried over the poor prospects for the Liberal party in Manitoba and the northwest, intimated to his colleagues that if elections were held now he could not guarantee a sufficient guard of Liberal members from Western territory. This is due to the admitted fact that the Manitoba voters' lists at present are especially favorable to the Conservatives. Sifton is anxious to secure the inclusion in the lists of Dukhobors and Galecians, who are shut out; and he hopes, by means of the delay which the session will necessarily give him to accomplish this end.

It is said the session will be but a short one. There is very little legislation to come before the House. On this point, however, the government will have to deal with the Opposition, who in a large measure will determine the length of the session. Unquestionably the Conservatives will not allow the opportunity to pass without putting their views upon record.

Thursday, March 3rd, is spoken of as the opening day. Six bye elections will have to be held.

William Wainwright of the Grand Trunk Railway once more paid a visit to the capital today, the third in four days. He had another interview regarding the deposit of the Grand Trunk Pacific.

It is not quite settled whether Mr. Emmerson will get the railway portfolio. The government delayed calling him to Ottawa, as they feared to open a constituency, and it is said that even with the added prestige of a minister of the crown, Powell may beat him.

BATTLE IN URUGUAY.

New York, Jan. 12.—News has just been received of the most important battle between government troops and revolutionists in Uruguay, says a Herald despatch from Buenos Ayres. The battle took place January 3rd. Mayoclocis Gonzales surprised a party of rebels near Trinidad, defeated them and occupied the town.

VETERAN PRIEST DEAD.

Chaplain in U. S. Civil War and Best Known Clergyman in West.

Stratford, Jan. 12.—(Special.)—Rev. Dean Kroy, for thirty years pastor of St. Joseph's church, died this evening at 5 o'clock. He was a native of King's county, Ireland, and was ordained in 1854. He was a chaplain in the United States civil war, and was one of the oldest and best beloved priests of Western Canada.

MISS PARENT MARRIED.

Quebec, Jan. 12.—(Special)—Miss Evangeline Parent, daughter of Hon. S. N. Parent, Premier of Quebec, was married to Mr. Thomas Legris, of Bourbonnais, Ill., this morning at the Sauveur church.

GENERAL MANAGER U. P. R. R.

Omaha, Jan. 13.—It has been decided that N. E. Buckingham, who for some time has occupied the position of superintendent of transportation of the Union Pacific railway, shall become general manager and will have the active control of the road on the retirement of President Horace Burt.

GALLIHER NOMINATED.

Nelson, Jan. 12.—A Liberal convention was held here today and nominated W. A. Galliher as candidate for the Dominion election. Fifty delegates were present, representing the nine ridings of the constituency.

MONTREAL MATTERS.

Montreal, Jan. 12.—C. Aldridge, manager of the lead mines industry in British Columbia, is in the city today, and will see Sir Thos. Shaughnessy, president of the C. P. R., this afternoon regarding lead matters.

The fire commissioners have concluded their investigation held into the origin of the fire which destroyed Mount Royal club house, and have reported that they were unable to determine the cause of the fire, or that anyone can be held responsible for it.

The Star's London correspondent cables that J. G. Colmer, late of the high commissioner's office, is to be added to Mr. Chamberlain's commission as representative of Canadian interests.

JAPAN IMPRESSES MORE TRANSPORTS

Three Large 'Frisco Liners are Required By Mikado's Government.

San Francisco, Jan. 13.—A cablegram to the Pacific Mail Steamship Company today announced that the Japanese government had impressed into the transport service the three steamships of the Oriental Steamship Company, sailing between this city and the Far East. The vessels are the Nippon Maru, Hongkong Maru and the American Maru. They are fast ships, built in 1898, and have been under Japanese subsidy. A few months ago they passed government inspection.

The Nippon Maru and Hongkong Maru are each of 4,351 tonnage and the American Maru 5,540. The American is due here next Saturday and will be sent back when discharged. The Nippon Maru left here December 30th and the Hongkong Maru is now in Japanese waters.