

Wreckage Found On Island Coast

Queen City Brings News of Flot-sam in Vicinity of Cape Carmanah.

Victoria Machinery Depot Will Repair Amur—Tartar and Tremont Sail.

(From Thursday's Daily.)

Steamer Queen City, which arrived on Sunday from the West Coast, brought news of a wreck on the island coast. The wreck of a small boat, which was found by the lightkeeper, W. P. Daykin, among other things picked up in a patrol of the beach in his vicinity is the gunwale of a hardwood boat, evidently a ship's boat, painted blue. There is also a quantity of small lumber, crates of vegetables, and some boxes of various kinds. Also a pair of oars seven feet long. These have been found east of Bonilla point, while the wreckage of the ship's boat was found west of Carmanah.

The Queen City brought another carload of salt salmon from the fishing station which has been established at Sechart, in Barkley sound, to be shipped, part to the Eastern States and the remainder where a large amount of the salt salmon put up on the Skeena river finds a market. Captain Spence, returned from the station, where a whaling industry with headquarters at Victoria, returned from the station he has established at Sechart. Dr. Ross Miller, who is interested in whaling, is on the station. The whaling industry is being established at Sechart, in the Skeena river, and the whaling industry is being established at Sechart, in the Skeena river, and the whaling industry is being established at Sechart, in the Skeena river.

News was brought by the steamer that the schooner Dora Steward, Alie I. Algar, and Libby were all ready for sea; each had secured a full complement of hands.

REPAIRS TO AMUR.

Contract Awarded Victoria Machinery Depot for Overhaul of Vessel.

The contract for the repairs necessary to the steamer Amur, which has been replaced in the Alaskan trade by the steamer Princess Mary, has been awarded to the Victoria Machinery Depot. The steamer is the Equatorial Marine ways and will be brought to the ways of the Victoria Machinery Depot, in the upper harbor, where the work will be done. It has been shown that the steamer has a twisted sternpost and her keel has been struck in places, and a couple of broken plates will have to be removed. The Amur struck a rock in Wrangell narrows while bound south on the trip before last.

THE CAPTIVE TACOMA.

Cable Advice Received by Owners Regarding Vessel Held by Ice Floe.

A Tokio despatch published in the Colonist's edition yesterday morning says it is believed that the Tacoma is being carried seaward and may be liberated by the breaking of the ice. The steamer is short of coal and may be helpless. Mr. Larin of Tokushima has forwarded a telegram from Captain Connors to the Northwest Commercial Company, owners of the steamer, from the Japanese coast, dated Saturday, said the Tacoma was fast in the ice, having been frozen for two days. The captain thought there was an even chance of saving her when the ice broke. Recent despatches from Tokio report that the captain and crew left her to make their way ashore, but returned to the vessel. It

LIGHTS AND ALARMS.

W. Sloan, M. P., has been informed by the Minister of Marine that his applications to the lighthouse board have been granted. The board has decided to place a light at Uchelet and Village point; light-houses at Putney point, Malcolm Island and Grey Island, for the Alaskan coast, and at Egz Island and Clayoquot. Instructions have been issued to carry out this work. The board has also decided to place the most powerful on the Pacific coast, costing \$20,000 each.

SUFFERING AT ST. PIERRE.

St. John's, Nfld., March 7.—Fifteen accounts have reached here of suffering at St. Pierre, where a degree of destitution that is unprecedented prevails. The government has taken measures for the relief of sufferers from hunger and cold. Tonight business men in St. John's, who are the most active in the relief work, are almost hopeless, the failure of the fisheries for the last few years having been a severe blow to the prosperity of the place.

THE CAUSE OF EPLACHE.

Is usually a cold. The one sure cure is Nerviline, which relieves in ten seconds. It kills earache swiftly because the lightening the lightning to the seat of the pain. Away goes the ache, cure is complete, just because Nerviline has been used. No household is complete without Nerviline, so good—all-round as Poison's Nerviline, which has been Canada's popular medicine for nearly fifty years. Large bottles sold for \$2.00 everywhere.

BIG PROVINCES.

Hamilton Spectator. Some people are expressing the opinion that the proposed new province in the West are too large—that their areas are too vast. We do not think so. One of the bad things about the Confederation agreement is that many of the provinces are too small. To provide a full set of government machinery for a little block of land like Prince Edward Island is giving the people too much government. And there are other provinces which are entirely too small. All the territory east of Quebec would make a province none too large.

WORK AT ROSSLAND.

Rossland, B. C., March 7.—The work of pumping out the shaft of the Evening-Bureau has been started and diamond drilling will soon be commenced. Work on the shaft of the Evening-Bureau has been started and diamond drilling will soon be commenced. Work on the shaft of the Evening-Bureau has been started and diamond drilling will soon be commenced.

What's Anti-Pill?

A Somewhat Peculiar Name Explained—How Dr. Leonardt Came to Call His Famous Prescription "Anti-Pill."

Dr. Leonardt found in his practice that chronic constipation and its kindred complaints were the result of a morbid action of the mucous membrane lining of the stomach and bowels. He investigated further and found that this condition was the result of a morbid action of the mucous membrane lining of the stomach and bowels. He investigated further and found that this condition was the result of a morbid action of the mucous membrane lining of the stomach and bowels.

Remember, if you wish to take advantage of this offer you must act quickly as the number of watches are limited.

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Good Outlook In The Province

Optimistic Views as to Immigration by Official of C. P. R., Land Department.

That East Kootenay Land Bug-bear—Railways and What Construction Entails.

NELSON AGAIN SAILS.

British Ship Departs for U. K. After Having Stern Ports Repaired.

British ship Nelson, which came back from the Cape on Tuesday last, with repairs to her stern ports, which had not been properly secured, has completed repairs and sailed yesterday on her voyage to Newcastle-on-Tyne with lumber from Vancouver. When the ship returned to Esquimalt in tow of the Lorne, which had been damaged by the wreck of the Esquimalt, the Nelson was towed to the yard where the discovery was made, she had two feet of water in her hold. The captain, Captain Lorne, and his crew, with the vessel, went to sea with, and returned for repairs. The Lorne towed the vessel to sea yesterday.

BUILDING AT VANCOUVER.

Keel is Well and Truly Laid at Vancouver of New Freighter.

Captain Otto Buckholz was in Vancouver yesterday in connection with the laying of the keel at the shipyard of Messrs. Battle, Wallace and Thompson, which is to build a new freighter for the C. P. R. The ship will be named the "C. P. R. Freighter" and will be built at the shipyard of Messrs. Battle, Wallace and Thompson, which is to build a new freighter for the C. P. R. The ship will be named the "C. P. R. Freighter" and will be built at the shipyard of Messrs. Battle, Wallace and Thompson.

FOR THE ORIENT.

Steamships Tartar and Tremont Depart for Ports of the Far East.

Steamer Tartar of the C. P. R. sailed on Tuesday from Vancouver for the Orient. The ship has a cargo of 18,000 tons measurement. Flour this time makes up a little showing, there being 81,000 sacks of the breadstuff. Another new item in the freight on the Tremont is a cargo of 2,200 cases of canned goods. This amounts to 220 tons. Among a large assortment of general freight, there is a cargo of 127 packages of furniture, 22 refrigerators, 700 crates of potatoes, 2,200 cases of canned goods, a cargo of 127 packages of furniture, 22 refrigerators, 700 crates of potatoes, 2,200 cases of canned goods, a cargo of 127 packages of furniture, 22 refrigerators, 700 crates of potatoes, 2,200 cases of canned goods.

WILL SEND EXPERTS.

Owners Assigning Men to Orient to Investigate Trade Opportunities.

The San Francisco Examiner says: E. H. Harriman and James J. Hill, on behalf of their respective railroad lines and Oriental steamship companies, are sending experts to the Orient to make reports on how to enlarge the markets in that part of the world. It is said that the reports to be made by the Hill and Harriman experts will be given to the cotton men of the world and also to the general government, should it appoint, as it has been requested, a committee to take steps for the extension of the exports of American cotton goods.

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STEEL WORKERS STRIKE.

Plant at Chicago, Idle Because Men's Demands Were Refused.

Chicago, March 7.—A strike of 800 laborers at the Republic iron and steel works at East Chicago yesterday followed by a shut-down of the plant. The men are dissatisfied because their Sunday wages were reduced, the company refusing to pay as much for seven days' work on Sunday as the ordinary week day of 10 hours. The strikers then demanded an increase of five cents a day, which would make their wages \$1.50.

HON. DR. MONTAGUE IN MICHIGAN.

Grand Rapids Chronicle.

American citizens must take off their hats to Mr. Montague, the distinguished Canadian, who plowed through snow banks and slept in the open in order to be present at the Lincoln club banquet Tuesday evening. His speech was one of the most eloquent and magnificent ever heard in the Lincoln club. He spoke of the great interest which he had in the Canadian people, and of the close of his remarks the burst of applause came with an earnestness that told most forcibly how well he had impressed his hearers. He tribute to home and home life was a deep and sympathetic one, and he spoke of the great interest which he had in the Canadian people, and of the close of his remarks the burst of applause came with an earnestness that told most forcibly how well he had impressed his hearers.

RUSSIANS MAY HAVE CHECKED JAPANESE.

Several Villages West of Mukden Retaken From Victorious Nogi.

Twelve Thousand Estimated as Number of Wounded in Mukden.

WAR SUMMARY.

(By Associated Press.)

There was no cessation of the fighting between the Russian and Japanese armies in Manchuria yesterday. Russian reports state that at a distance of the tide of battle in the immediate vicinity of Mukden seemed to be ebbing.

REORGANIZING A COMMISSION.

The Whitney government, with a view to the reorganization of the Temperance Commission, has called for the resignations of all the commissioners.

CHOP CARS APART.

Police men and firemen were summoned to chop the cars apart and rescue the prisoners who were taken before the first of the victims were released.

THREATENING VLADIMIR.

St. Petersburg, March 7.—Yesterday's report that an attempt had been made by a man in a general's uniform to gain admittance to Grand Duke Vladimir was incorrect, though the Grand Duke received warnings that such an attempt would be made.

Heavy Guns Arrive.

The latter, however, have brought up heavy field artillery to their support, making a much more even fight against the Russian cannon.

WITH RENEWED INTENSITY.

Japanese Attack on Mukden Pressed, but Unsuccessfully.

Mukden, March 6.—(Non)—Fighting began this morning as soon as the fog cleared and up to the present the Japanese are gradually forcing the Japanese north and west and have taken Tsunshien and other places. Gen. Kaubara and his staff are on advanced positions reviewing the line.

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An attack by the Japanese on Ethanza was repulsed. The Russian soldiers were repulsed. The Russian soldiers were repulsed. The Russian soldiers were repulsed.

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News Notes Of The Dominion

New Board of the School Question Crops up at Montreal.

Green and Gaylor go to Jail—Funeral of the Late Mr. Clarke.

CHANGED HIS MIND.

Drunk Decides to Appeal to U. S. Ambassador, but Alters His Plans.

One Newman was drunk, and the police found him, not on a corner street. He spent Sunday night at the lock-up, and Monday morning a friend came and left him. This was estimated as the prisoner left.

Next morning he came back; he didn't want anyone to pay bail for him; he wasn't drunk anyway, and he'd appeal to the United States ambassador. He was a citizen of the United States, of God's country, but he seemed to have thought different later.

He had asked that his case be reopened, and it was. It was arranged that he should be tried for being found drunk yesterday morning. But when he looked in at the door and saw a crowd assembled, he thought better of it.

His name was called three times, but in the book the legend is written: "Failed to appear."

The half-drunken woman who pleaded that she had taken liquor for medicinal purposes when she was charged with drunkenness, decided yesterday that she was guilty, and so pleaded. She was fined five dollars.

STRIKE ON N. Y. LINES.

Subway and Elevated Roads Affected and Serious Accident Results.

New York, March 7.—With one collision in which 28 persons were injured, New York has passed through the first day of the general strike in its suburban railroad system. The accident, which occurred on the Hudson River line, resulted in the death of one person and the injury of several others. The strike was called by the Brotherhood of Railroad Trainmen, and it affected the Hudson River, Harlem River, and Westchester lines.

The annoyance to the public was increased by a wet snow which began falling this afternoon. Service on the elevated roads while the strike was in progress was practically a non-entity. Trains were run on irregular schedule in the underground, beginning with the early morning, but the elevated lines did not start until late in the afternoon. On the East side practically no attempt was made to institute a service, while the Sixth and Ninth avenue lines, which were the West side, were run in a fashion woefully inadequate. In fact the elevated system of the interborough lines was practically a non-entity.

The company's entire energy seemed to be directed to an effort to maintain service in the subway and this was partially successful.

Strike-breakers at Work.

Strike breaker Farly and his crew of seven hundred or eight hundred men were thrown into the tunnel; officials of the company gave them the most personal attention and an enormous number of policemen were detailed to the trains and stations. The attempt to run express trains was abandoned early in the day.

Every possible man was put on the locals and a fairly good schedule was maintained during the morning. The hours until the accident at Twenty-third street occurred. This upset things, but after an energetic effort the service was resumed.

The accident at Twenty-third street was in the nature of a rear-end collision, due, it is said, to the inexperience of the man running the train. The two trains had their rear ends smashed. Fifteen passengers were severely hurt and had to be sent to the hospitals. Traffic was delayed two hours and a half.

The train was crowded when it reached Twenty-third street. The last car of the train of the new steel cars, and the head of it was of wooden type with copper sheathing. Samuel T. Bradford, a strike breaker, was the guard between these two cars.

Cars Were Crowded.

The front platform of the head car was on the rear platform of the wooden car and so crowded that Bradford had difficulty in operating the sliding door. The train had just drawn into the Twenty-third street station, and some of the passengers were about to alight when the crash came as a train which had left the bridge only thirty seconds after the