The Colonist.

FRIDAY, MARCH 3, 1893.

BRITISH COLUMBIA'S CLAIMS.

We are glad to see that the representatives of this Province in the Dominion House of Commons are making vigorous efforts to induce the Government to do it justice. It seems to us that the authorities in Ottawa have never regarded British Columbia in its true light. They have, as Mr. Foster indicated at the interview with the British Columbia members which took place a few days ago, apportioned the allowance of public money to be expended in it on the basis of population. This is so manifestly unjust that it is surprising that it has been acted upon so long. They surely must have been alive to the fact that one British Columbian, from a revenue producing point of view, was equal to more than three Quebecers, four Ontarians, five Nova Scotians or five New Brunswickers. To allot the appropriations to the different provinces in proportion to the number of their inhabitants, without taking into consideration the money they severally pay into the Dominion Treasury, does not seem to us fair. This Province, as we have shown, contributes to the general revenue upwards of a million dollars a year more than its share, if population is made the basis of Provincial contributions to the revenue. Should not this fact have some weight with the Dominion Government and with Parliament when its wants are being considered? Is it right that the postal service of a province in this position should be starved, that its channels and harbors should be insufficiently lighted and buoyed, and that the public buildings of its Capital under the control of the Central Government should be remarkable only for their shabbiness and their insufficiency of accommodation? We should say decidedly not. We trust that the representatives of the Province at that interview succeeded in convincing the members of the Government whom they had the honor to wait upon that it would be only just to treat British Columbia much more liberally than she has hitherto been treated.

In the Senate, too, the claims of this Province have been vigorously and forcibly presented by Senator McInnes and Senator Macdonald. Both these gentlemen have shown that British Columbia deserves far better treatment at the hands of the Federal Government than she has received. There are indications that the statements respecting revenue and expenditure made by Senator McInnes were received with surprise and apparently almost with incredulity by the Senators. He was frequently interrupted by members of the Government and others, which showed at any rate that they were attending carefully to what he said. It is to be hoped that Senator McInnes' speech had the impression on the minds of the Senators which the truths it contained were calculated to make.

Senator Macdonald's speech was not so trenchant or so full of facts and figures as that of Mr. McInnes. But he, in his quiet way, showed that the complaints of the Board of Trade and others were by no means groundless, and that the Province needs a much more efficient quarantine service than has been vouchsafed to it. It is encouraging to see that our representatives in both branches of the Dominion Legislature are urging the claims of the Province so energetically and so judiciously. Although we do not believe that it would be wise or in the interest of the Pacific Province for them to be perpetually holding forth on the wrongs of British Columbians, we are decidedly of the opinion that a strong, a manly and a *united* presentation of its claims in Parliament will be productive of good results.

A LITTLE TOO SOLICITOUS.

Mr. Beaven's bill to amend the Municipalities Act is rather a complicated measure. We wonder if anything very dreadful would happen if Mr. Beaven would refrain for one session, only one, from attempting to alter and amend the Municipalities Act. We must, however, try to make allowances for the grandmotherly interest which the Mayor of this city feels in municipalities in general and the municipality of Victoria in particular. Persons bearing that venerable relation to either children or institutions are apt to be fussy and are looked upon with good humored indulgence. But it is curious to observe the peculiar and even the grotesque ways in which this fussiness sometimes manifests itself. For instance, Mr. Beaven, in his solicitude for the moral well-being of the persons living in the different municipalities of the Province, proposes to amend section 204 of the Municipalities Act, 1892, by adding to it the following sub-section:

(29) From each astrologer, seer, fortune teller and clairvoyant (a license) not exceeding fifty dollars for every six months.

Surely the leader of the Opposition might have seen that there is something very inconsistent in a good Christian Legislature undertaking to license dealers in what, in the time of our grandfathers, was called the "Black Art," proceeding directly from the Evil One, who was believed to be its Master. Perhaps Mr. Beaven laughs at all such superstitions and considers that even the servants of Satan ought to be utilized for revenue purposes. If, however, he makes light of hoary superstitions, he should, as a legislator, have some respect for the law of the land. Is it possible that he does not know that he proposes to license persons who, when they attempt to follow their vocation, are guilty of an indictable offence. By the criminal code of this Dominion

Everyone is guilty of an indictable offence and liable to one year's imprisonment who pretends to exercise or use any kind of witchcraft, sorcery, enchantment or conjuration or undertakes to tell fortunes or pretends from his skill or knowledge in any occult or crafty science to discover where, or in what manner, any goods or chattels supposed to have been stolen may be found.

Here we have Mr. Beaven's astrologers, seers, fortune tellers and clairvoyants distinctly and clearly indicated among persons guilty of criminal acts. We are afraid that licensing persons of these classes will not divest their trade or art of its criminality. Mayor Beaven is the last person in the community who would be suspected of an intention to license persons to do unlawful acts. And we are inclined to believe that if he was doing anything but amending a Municipalities act, he would scout the very idea. But legislating for Municipalities is his peculiar weakness. When next he tries his hand at altering and amending, he must be more careful or he will make even a worse blunder than the attempt to license fortune tellers and clairvoyants.

THE QUARANTINE COMMITTEE.

The obligation of the Dominion Government to reimburse a city or province for any expense it might have incurred through the negligence of its Quarantine Officer or the defectiveness of its quarantine regulations seems to us too apparent to need enforcement by argument. Quarantine is a department of the Dominion Government. It is the duty of that Government to take all reasonable precautions to prevent the introduction of disease at the different ports of the Dominion. The people depend upon it to do that duty diligently, intelligently and, as far as possible, effectively. On it the responsibility of guarding the seaports of the Dominion against disease rests. If that duty is not performed or if it is attended to in a negligent, a careless or a perfunctory manner, the Dominion is morally, if not legally liable for the damage done through that negligence, carelessness and perfunctoriness.

With regard to the cases mentioned in the report of the Committee of the City Council, it is quite clear that it is the duty of the Dominion Government when it takes charge of a ship in which there are smallpox cases to do everything that is necessary to prevent the persons on board that ship communicating the disease to the inhabitants of the Province. It should not allow any passenger to leave quarantine until all reasonable fear of his spreading the contagion is past. The authorities of both the Province and the cities should be satisfied that the Dominion health officials do their work thoroughly and that it would be perfectly safe to give the persons who had been under quarantine their freedom as soon as they were released by the Dominion Health Officials. There must be something radically wrong with the Dominion quarantine methods and treatment, if the Health Officers of either the Province or the City have reason to consider it necessary to maintain a surveillance over persons who have been quarantined after a clean bill of health has been given them by the Dominion Health Officer.

If the Dominion has not provided sufficient or proper accommodation, hospital and other, for the passengers and crews of ships in which contagious diseases have broken out it should find temporary quarters for them in some safe place and pay all expenses until the disease had disappeared and the persons who had been affected by it and their baggage had been properly disinfected.

Such cases as that of the Tacoma should never occur. The city should not be under the necessity, for its own preservation, of taking charge of sixty or any other number of persons who had been released from quarantine by the Dominion Health Officer and conveying them to the nearest station to disinfect their persons and their baggage. Expense was incurred in doing this work which the Dominion officials ought to have done, and this community was improperly, and, indeed, we may say criminally exposed to danger. It is evident that the Dominion Government ought in common justice to refund every cent of the money expended in freeing from contagion persons who had been released from quarantine without being thoroughly disinfected.

If, as the committee assert, it was through the insufficiency of the quarantine and the inadequacy of the quarantine regulations, that the smallpox was introduced into this city last year and an expenditure of $60,000 incurred, the Dominion Government ought, in common justice, to do what is possible to repair the mischief which was caused by the outbreak. There is nothing unreasonable in this. It is, in fact, nothing more than common justice requires. The Dominion, by the Constitution, is required to perform a duty. If it neglects that duty it should bear the consequences of its neglect. It should not throw on to other shoulders the burden which it in justice ought to bear. There may be no legal remedy for the injury which the Dominion's failure to do its duty in keeping out the smallpox has done this Province and this City, but that fact should make the Dominion authorities all the more determined that strict justice shall be done.

The St. Andrew's and Caledonian Society.

Those who were with the members of the St. Andrew's and Caledonian Society at their regular monthly social last evening could hardly do otherwise than enjoy themselves. The rendering of a good programme occupied the first part of the evening, after which came a pleasant dance. Of course, tempting refreshments, both liquid and solid, were served during the evening, and most abundantly. Among those who contributed to the programme were: Miss McArthur, Mr. J. McArthur, jr., Miss M. V. Robertson, Miss E. Grant, Mr. W. A. Robertson, Mr. James Grant, Mr. E. M. Robertson, Mr. G. F. Watson, Mr. James McArthur, Mrs. George Bishop and Mr. W. D. Kinnard.

BALMORAL BULLETIN.

SIRS—I had a troublesome cold which nothing would relieve until I tried Hagyard's Pectoral Balsam, and I am glad to say that it completely cured me.

ROBT. MCQUARRIE, Balmoral, Man.

From the DAILY COLONIST, Feb. 23.

THE CITY.

Bishop Hills' Address.

Most Rev. George Hills, D.D., is now installed at 13 Grosvenor Gardens, St. Leonards-on-Sea, to which address all communications for him should be forwarded.

In Chambers.

Peacock vs. Routledge was the only case heard in Chambers yesterday. It was for leave to sign final judgment. Mr. Justice Drake gave permission to amend the writ, and ordered plaintiff to pay the costs.

Applying for Divorce.

Mrs. Annie Griffith, formerly of Victoria, but now residing in Seattle, has, according to the Post-Intelligencer, begun suit against her husband, W. B. Griffith, for divorce on the ground of habitual drunkenness.

Salmon Prospects.

A good salmon year in the North is predicted by the veteran canner, Mr. R. Cunningham, who is now in the city. He expresses himself as very doubtful if the combination to curtail the pack will be made to stick, but says that the Northern canners are ready and willing to enter into the arrangement if the Fraser river people are.

The Cold in the North.

Victoria's cold snap made its presence felt in all the coast settlements of northern British Columbia, and a few weeks ago the settlers there, who had never before known the mercury to drop lower than zero, tasted the pleasures of —15°. This was the coldest recorded on the Skeena, and it is said to be the coldest that has ever been known there.

Easter Monday Entertainment.

An entertainment is being arranged for Easter Monday, which promises to be of interest. The market hall has been secured, and among other things will be a tug-of-war tournament. Medals are being prepared for each member of the winning team, and they will be accompanied by a substantial purse. The matter is being arranged by members of the congregation of St. Mark's church, and the proceeds will be applied for the benefit of the church.

Dined at Government House.

The following is a list of the gentlemen invited to dine with His Honor, the Lieutenant-Governor, at Government House last evening: Hon. C. E. Pooley, Hon. F. G. Vernon, Hon. D. W. Higgins, Mr. C. A. Semlin, M.P.P., Mr. Joseph Hunter, M.P.P., Mr. Geo. B. Martin, M.P.P., Mr. John Grant, M.P.P., Mr. R. H. Hall, M.P.P., Dr. Milne, M.P.P., Mr. J. M. Kellie, M.P.P., Mr. A. W. Smith, M.P.P., Mr. S. A. Rogers, M.P.P., Mr. Thomas Keith, M.P.P., Mr. Thomas Forster, M.P.P., Dr. Watt, M.P.P., Mr. W. S. Gore, deputy commissioner of lands and works, Mr. P. C. Dunlevy and Mr. E. A. Jacob.

Only Need Water.

Mr. Cunningham, sr., of Cunningham & Sons, who is just down from the North, reports that the company has been successfully formed for the purpose of acquiring and working the placer claims on Lorne creek, in the Skeena River country. These claims were discovered by Messrs. King and Bingley, who worked them to a profit for some time, but the water supply was always deficient. Lacking the necessary capital to put in a ditch, the owners decided to sell. Mr. Cunningham took the matter in hand and a company was organized, which will lay water on to the claim, which the owners are confident is a good one. As soon as the season opens a party of men will be put to work; a man has been sent to Hazleton to settle the matter of titles.

From the Gazette.

The following is the gist of the new business contained in the last issue of the Official Gazette:

A certificate or registration has been issued to the "Credit Foncier Franco-Canadien" to carry on a general financiering business.

Certificate of registration issued to "The Giant Powder Company, Consolidated," to manufacture and deal in dynamite and any other explosives.

Perseverance lodge No. 1, I.O.G.T., Victoria, have give notice of a desire to incorporate under the Societies Act. Royal City lodge No. 13, I.O.O.F., and the Victoria Central W.C.T.U. have given similar notices.

A general meeting of the shareholders of the British Columbia Southern Railroad Co. will be held March 24 for the purpose of electing directors.

The first day of April is fixed as the date upon or before which all claims against the Maritime Bank of the Dominion of Canada must be filed with liquidators at St. John, New Brunswick.

Chinese New Year Closed.

The wild-eyed god of racket who presides over the festivities of the Chinese new year may now slumber for another year. The festive firecracker is now only a mass of red leaves heaped in piles here and there; the brazen gong, the squeakelsoo, the perummbing, the eecooh and the whangbang (instruments in use 1,000 B.C.) are laid on the shelf, and no more deft musicians extract dulcet tones from them to the astonishment of the natives of a land of barbarians. No longer the grave Celestial friends go about kindly inquiring as to the state of health, *a la* patent medicine symptoms; no longer the rounder plies his "Happy New Year, John," certain of a drink and a cigar. The piles of confections, analysis defying, have disappeared. The climax was reached last night when, in front of Quong Ong Lung's place of business, a large quantity of crackers and small bombs were discharged in deafening volleys. Gradually all grew quiet, and late at night the feeble sputters of a belated pack of crackers echoed across the dim alleys of Chinatown a faint farewell.

Chinese new year is over.

World's Fair Guide to B. C.

Preparations are now well under way for the publication of the World's Fair Guide to British Columbia, which promises to be a work of rare excellence. An issue of 125,000 copies is guaranteed, to be distributed by the Government at the B. C. exhibit at the World's Fair, with a reserve of 25,000 for sale and distribution throughout the Dominion. Among the many features to be embraced in the Guide will be interesting articles on the mining, agricultural, fishery, lumber, fruit growing, stock raising and other industries of the province, which cannot fail to bring the immense resources of this country prominently before the representatives from all parts of the world, who will be at Chicago during the fair. The work will be well illustrated with half-tone photo-engravings, and will be printed and bound in the best style. As a guarantee of good faith on the part of the promoters the moneys payable by corporations or individuals for advertising will not be called for until a certificate of receipt of not less than 100,000 copies for free distribution has been issued by the Government or their authorized agent. Such an opportunity as this for making known the resources of the country is only afforded about once in a century, and it is to be hoped that the business men of British Columbia will liberally avail themselves of it.

The Sorrow Island Massacre.

Passengers from Northern British Columbia ports yesterday, confirm the statement made a few days ago by Mr. Stanley Smith, of Vancouver—that rumors of an Indian massacre at Sorrow Island are current in the North. The white residents are still skeptical however, pointing to the fact that the canoe which carried the party supposed to have been murdered from Rivers Inlet, was subsequently picked up, capsized—lending color to the theory of drowning. The story of the massacre having been told to Indian Agent Todd, he is now investigating its truth, and his report may be expected down by the next steamer. He was a passenger down by the Maude to Rivers Inlet, where he secured coal from the Boscowitz, to enable him to proceed with the Vigilante to Sorrow Island.

Organ Recital and Sacred Concert.

In St. Barnabas Church, at the corner of Cook street and Caledonia avenue, a large audience gathered last evening to enjoy a sacred concert and organ recital. The programme was of just the proper length, and the numbers upon it included the works of Wagner, Wely, Rossini, Mendelsohn, Schuman, Sawyer, Braga, Haydn, Handel, Ferris, Tozer, and Dubois. The organ solos were by Mr. H. P. Johnson, organist of the Church, and Mr. Bridgman, who also acted as accompanist; the former gave as a voluntary the prayer from Lohengrin, and toward the end of the programme, "Heaven and Earth Display"—Athalie. Mr. Bridgman's numbers were Wely's offertoire in E flat, Schuman's Rondo, Sawyer's Impromptu in F and Dubois' toccata in G. Of the vocalists of the evening the most noticeable were Mr. Aloys Werner, who sang "Cujus Animam," (from Stabat Mater) in splendid style; Mrs. Janion, whose rich voice is just as delightful as ever; Mrs. Shearwood, Mr. Jay and Mr. White. "O Lovely Peace," (duet from Judas Maccabeus), was given by Mr. Werner and Mrs. Janion, and was far from being the least appreciable number of a really excellent programme. A second concert will be given in about a fortnight, in which Messrs. H. Kent, J. G. Brown, George Pauline and J. Sterling Floyd will assist.

A Bad State of Affairs.

The Official Gazette contains an exhaustive report of Auditor Joseph Pierson re the Richmond Municipality. The following is a summary of the report. In November, 1889, $300 was to have been placed to a sinking fund, which was turned in with the ordinary revenue collections. Fifty dollars was overpaid or paid twice to a Chinaman. A number of checks for small sums were found to be irregularly accounted for, or indefinitely entered in such a way as to render them difficult to trace. Steveton's Sidewalk by-law and Steveton's Local Improvement by-law, have had work done under them in an erratic and unbusinesslike manner, $690 under the first and $338.92 under the second, being deemed unlawfully expended. Work under the Lulu Island Improvement by-law has not been done according to plans and specifications. Monies raised by debentures under Richmond Loan By-law, 1891, has been spent regardless of the conditions of the by-law. The Corporation has spent $250 on a lock-up which was to have cost $195, and still the title is of no value and cannot be registered because of heavy incumbrances. The practice has prevailed of paying out monies without taking receipts. In 1891 the clerk allowed $3,461.65 to be paid out by checks payable to bearer without taking receipts. In terms of the respective Loan By-laws on which debentures have been issued a sum of $6,900 should ere this have been put aside as sinking fund, but nothing whatever has been done. There is also a sum of $2,526.42, being part of the principal sum raised under "Loan By-law, 1888," which has been absorbed for purposes other than those stipulated in the by-law. The books of accounts have been very imperfectly kept; in fact no cash book at all was kept during the last 12 months of the late clerk's reign. There are six bank accounts open, and not one of them agrees with the fund it purports to represent.

PUNISHMENT OF CONTEMPT.

Hon. Mr. Davie yesterday presented to the Legislature the following return to an order of the House for a copy of the opinion of Dr. J. G. Bourinot as to the powers and privileges of the Legislative Assembly:

"My opinion is, that the legislative bodies of Canada, generally speaking, have complete authority to punish those who refuse to obey the orders of the House. If a person refuses to obey an order he can be adjudged guilty of contempt, and arrested and imprisoned. It seems to me all legislative bodies should have as full powers as English or Dominion Commons to enforce obedience to their orders within their constitutional jurisdiction. The other provinces of Canada have by express grant invested themselves with all such powers as are necessary to enforce obedience to their orders, protect their members, and punish contempt; but now looking carefully and deliberately into the powers of the British Columbia House since first mentioned to me, there appears a great defect in its legislation. It seems limited in terms, and not to give as full privileges by express grant as is enjoyed by such grant by other Provinces. It seems necessary you should amend your legislation, and invest yourself with large powers like the Quebec Legislature. The Supreme Court, in the case of Landers v. Woodworth, 2 S.C.R., 158, decided that such express grant was necessary. My opinion still inclines to favor the inherent powers of the Legislature to punish contempt, but the decision of Supreme Court, and cases therein cited, makes it necessary to proceed with caution, and to show the advisability of taking an express grant of all power. In view of decisions of the highest courts as to the plenary jurisdiction of Canadian legislatures within their constitutional limits, there can be no doubt that it is competent for them to extend or limit in any particular the executive and legislative parts of the constitution of a province, except as to the Lieutenant-Governor's office. Under this power as full privilege can be given them as those possessed by the English or Canadian Commons. (See Bourinot's Parliamentary Procedure, first or second edition, chapter four, last section, which sets forth the present constitutional position of provinces)."

Strongly Endorsed.

The advertising of Hood's Sarsaparilla appeals to the sober, common sense of thinking people, because it is true; and it is always fully substantiated by endorsements which in the financial world would be accepted without a moment's hesitation. They tell the story—HOOD'S CURES.

Hood's Pills cure liver ills, jaundice, biliousness, sick headache, constipation.

The Nanaimo tug Estelle was in port yesterday, having arrived down with a scow load of coal for the Rock Bay coal yard.

TO THE WATERS' EDGE.

Steam Collier McDonald Ends Her Existence In Smoke and Flame.

And Her Crew Have a Hard Fight For Their Lives—The Captain's Story.

The well known steam schooner J. R. McDonald, of Seattle, which left the Sound City in the early hours of Wednesday morning with a coal cargo for Vancouver, was totally consumed by fire some thirty hours after leaving the home port. The crew of seventeen men saved their lives by beaching the blazing ship on Prevost Island, and were brought to Victoria by the Princess Louise last night, their ill-fated ship having burned to the water's edge and then turned turtle. Nothing could surpass in rapidity the work of the destructive fire, and the crew deem themselves fortunate in escaping with their lives—nothing else was saved.

The J. R. McDonald was a trim little steamer, schooner rigged, of some 286 tons register and 130 feet keel. She was built in Seattle less than three years ago, and since that date has been employed in various coasting enterprises, plying between the Sound and Bellingham Bay ports, among the islands of the San Juan archipelago, and to British Columbia. She has paid Victoria several flying visits, and was a money-maker from the time she left the stocks, much to the satisfaction of her owners, the Pennington Transit Co., of Seattle.

A few days ago Mr. Foster, of Vancouver, representing the Wellington coal yards of the Terminal City, who are at present fighting the combine on the Mainland, visited Seattle and purchased a quantity of Franklin and Newcastle coal, which the McDonald was chartered to deliver.

She loaded about 328 tons on Tuesday, and shortly after midnight started for Vancouver in command of Captain Frank Worth, who took Captain McGregor's place for the trip. Arriving at Active Pass about 7 o'clock in the evening, and knowing that no good could be accomplished by reaching Vancouver before the Custom House opened, the captain decided to anchor inside the Pass for the night, and did so.

Steam was got up and the anchor weighed about 3 in the morning, and it was only a few minutes later when the smell of smoke attracted the attention of those on watch, and soon the flames burst out. The captain, pilot and wheelman were in the pilot-house and the engineer and fireman in the engine-room. The watchman was the only other member of the crew on duty.

To arrive at the original cause of the disaster in the confusion and excitement of the moment is difficult, of course, but the supposition is that the smokestack became red-hot, the boiler being fired with a previously untried coal, and set fire to the cedar casing, some twenty feet in length, which passed through the house to the upper deck.

What those on watch saw was a sheet of flame which enveloped the smokestack and soon was wrapped around the entire upper works. The Captain's call of fire brought all hands out of their bunks in undress uniform, and they manfully attacked the enemy with what buckets were available. So fierce was the resistance, however, and so rapid the spread of the fire—the upper works being all of dry cedar,—that the battle was of brief duration.

At the first hint of danger—when the smell of smoke reached the wheelhouse—the engines were stopped and the whistle sounded the alarm; five minutes later access to the hose and to the buckets was shut off by a living wall of flame, while the hissing of the boilers, about which the fire was the fiercest, warned the workers that an explosion might at any moment terminate the struggle. Under these circumstances and seeing that the ship herself was doomed, Captain Worth decided to run for the shore, fortunately not far distant.

This course was followed, and having got the boats ready for use in any emergency, the McDonald was headed for the dark line which outlined Prevost Island. A few moments more and the crash as her head struck the bank almost sent the little group aboard from their feet. The course had been well shaped, however, and all walked ashore safely and uninjured. Then, from a distance of a few yards, they watched the fire complete the destruction of what had been to some of them for many months a home as well as a means of livelihood.

No time was lost in communicating the news of the disaster and securing relief, the ship's boat with Purser W. B. Maxwell starting for Mayne Island, ten or twelve miles away, by the light of the burning ship. The messenger arrived in time to catch the Islander on her way back to this city and to notify the Louise to call and pick up his companions.

"It was all up with the ship in five minutes," said Purser Maxwell as he told the story of the disaster last evening. "I tumbled out at the first call of fire—my room was right near where it started, and I had just time to get a coat and a pair of pants. I lost fully $250 of clothes. Everything was of dry cedar, oiled, above deck, and it burned fiercely. I hope I may never be in a fire at sea; the burning of the McDonald was bad enough and we were so close to land that we were comparatively safe.

"The McDonald on her last trip carried as master, Frank Worth, of Seattle, and as pilot, G. W. Donay. C. L. McGregor was first officer and I was purser. The ship was valued at fully $25,000, partially insured I believe, and the cargo at $1,200 or $1,500."

Capt. F. Worth, who was in command of the ill-fated steamer, gives the following account of her destruction. The captain was found at the Burnes House, shortly after the Louise brought himself and his crew to the city, and gave the outlines of his experience in the short and pithy style of one accustomed to danger in many forms:

"I was on the bridge," said he, "at 3:30 o'clock this morning, when I noticed smoke arising around the stack on the outside. We were then between Provost Island and Enterprise Reef, near Active Reef. As soon as I noticed the smoke I took the wheel from the pilot and told him to call all hands, as the vessel was afire.

"The men tumbled up at once, and connecting the hose began to work systematically on the flames. The fire spread quickly though, and in a few minutes the upper saloon blazed up; built of cedar and heavily varnished it burned like tinder. There was no hope to save the vessel. I had already headed for the beach, and kept the course though unable to see the bows for smoke and flames. While a portion of the crew were working the hose others had lowered the boats. Fortunately the sea was smooth and we were close in. In about ten minutes from the time I took the wheel we went on the beach; it was none too soon either, for the bell wires and wheel ropes were burned through, and the flames were bursting through the second floor of the pilot house. The soles of my shoes were blistering before I left the house, and I was afraid every minute the floor would give way.

"None of the crew, seventeen in all, succeeded in saving anything in the way of personal effects. We moored the steamer and she remained burning until 11 o'clock, when she turned bottom up, parted the hawsers and drifted down with the ebb tide.

"The men were all cool and worked like heroes. After the steamer drifted out I sent a boat with Purser Maxwell, Chief Engineer Waterman and two others to Miner's Cove to get the steamer Louise to call for the crew, which she did. The fire was caused by the burning of soot in the smokestack, which heated the jacket red hot and fired the woodwork.

"I took the boat out to accommodate Captain McGregor, whose wife was sick, and, strange to say, felt very reluctant to go on her, but was reasoned out of it. This is my first experience in being burned out and I don't like it. I and my crew wish to very heartily thank Capt. Jaegers and the crew of the Princess Louise for the kind and prompt manner in which they responded to our appeal for assistance."

FIRE'S WORK IN THE NORTH.

The Inverness Cannery Completely Destroyed on January 17—A Very Heavy Loss.

Other Work of the Same Destructive Agent—A Blizzard Unroofs Churches.

The news which reached Victoria by the City of Topeka a few days ago of the destruction by fire of both old and new Methlakahtla was made clear yesterday by the arrival of passengers from the North who left the C.P.N. steamer Maude at Nanaimo and came to the capital by train. Rev. Mr. Duncan's thriving settlement unfortunately is no more—but old Methlakahtla is still in the place that has known it for years. The fire, believed to have worked its destruction, was at Inverness, where, on the night of January 17, the Turner-Beeton cannery, with the surrounding buildings, was entirely destroyed.

Mr. Theo. Robinson and the caretaker, a man seventy years of age, were the only persons about at the time. Mr. Robinson had retired for the night, at about 9:45, and a few minutes afterwards was aroused by the caretaker, who announced that fire had broken out in a shed some 150 feet from the main building.

It was blowing a whole gale at the time, and the bad news had scarcely been conveyed when it was noticed that flying sparks had set fire to the roof of the workshop. The flames spread with wonderful rapidity, and within three-quarters of an hour the whole concern was reduced to ashes.

In the shed where the fire had its origin was stored a quantity of charcoal and wood, and as there had been no rain or snow everything was as dry as tinder. A spark from the chimney of the residence is supposed to have been the initial cause of the mischief. The glass registered at the time two below zero, and the long grass which abounds in the vicinity was perfectly dry and proved a prolific feeder to the flames. The wind was blowing from the southeast and carried the ground fire as well as the burning timbers and sparks to the cannery.

From the very first it was evident that the entire buildings were doomed. There were but two men to cope with the flames and not a bucket of water was to be had, all having been frozen. In the store was a large cask of powder, and as the fire was rapidly eating its way towards the seat of extra danger, Mr. Robinson, with the assistance of the other man, managed, at great risk of life, to roll away the cask.

Seeing that nothing they could do would save the cannery, they devoted their attention to checking the spread of the flames to the residence which was in imminent danger. The grass around the place was all afame, but they managed to beat down a sort of trench near the house, thus diverting the blaze and saving the structure.

In the store was a general stock, valued at about $7,000, of which not one cent's worth was saved. About 3,000 boxes were caught in the blaze, with a quantity of oil; 45 boats, 100 pairs of oars, ropes, netting, etc. The fire lighted up the whole country around, and was clearly seen from Fort Simpson, 45 miles distant.

Within the past two years the Inverness Cannery has been completely remodelled and refitted at a cost of several thousand dollars. The buildings occupied an area of 28,000 feet, with a splendid wharf 160 feet in length, and with a frontage of 120 feet. This wharf, with a boiler, engine and engine house, have been destroyed in the general conflagration. The engines from the little steamer which plies in connection with the cannery during the fishing season had been removed for safety from the craft. They were stored in one of the sheds, and were completely destroyed—in fact not a dollar's worth is left of the cannery and its outfit.

There was but $33,000 insurance on the whole, the companies interested being the Guardian, North British, Royal and Queen. What the exact amount of damage is is not yet known, but it is certain that the insurance will not go any way near to covering it. Fortunately the supplies for the coming season had not reached their destination, or the loss would have been considerably augmented.

In the immediate vicinity of the cannery is an Indian village. Most of the Indians were away from home at the time of the fire, but the half dozen men left worked like demons to save their houses. The plan they adopted proved effective—it was that of carrying blocks of ice to the shacks and surrounding them with it, at the same time throwing ice on the roofs.

Such a storm as that which prevailed on the 17th has never before been known in the Skeena district. Houses were blown down, trees torn from their roots, and people blown about whenever they ventured from under shelter. The roof of the Methodist church at Naas, was lifted clean from the walls, and carried some 150 feet distant. There was a fire in the Church of England, at Port Essington, but as it occurred in the day time, it was got under before very much damage was done. There was also a fire at the Northern Pacific Cannery, on the same day, but the main portion of the building was saved.

It is the intention of Messrs. Turner, Beeton & Co., if possible, to erect new buildings before the season opens, and carry on the business of the cannery as usual. Plans for the new structure have been already prepared.

WHEN IN DESPAIR.

When in despair of being cured of lung troubles, there is still a hope, and a strong hope, of perfect cure in Dr. Wood's Norway Pine Syrup. This medicine cures even after all others have failed, and no one suffering from coughs, colds, asthma, bronchitis, hoarseness, etc., need despair of cure while Norway Pine Syrup is obtainable.

MARINE MOVEMENTS.

The Direct Route to Hawaii Well Supported in Seattle—Advantage to Victoria.

Poor Reports From the Sealers—The Harbor Dredge Leaving—Halibut Shipments.

A meeting of the Merchants and Manufacturers Exchange of Seattle was held in that city Wednesday morning to consider the matter of aiding the new Puget Sound and Hawaiian Traffic company's enterprise. There was present at the meeting Mr. W. E. Simpson, manager of the company, who a short time ago made a visit to Honolulu in the interests of the scheme. In his speech Mr. Simpson said that between $4,000,000 and $6,000,000 is made annually by San Francisco merchants, who almost entirely control the business of the islands. Continuing, Mr. Simpson said the principal benefit to the merchants of Puget Sound will accrue from the goods which are sold to the island merchants, and should the qualities and prices of the goods be satisfactory, that is to say, be at least as low as those of San Francisco, the enterprise will be successful. At present the merchants of the islands depend solely on the San Francisco market, and the people of Honolulu especially feel the need of competition. It is thought the steamship Zealandia, the first of this line of steamships, will shortly be here from Hongkong to take her place on the new route, which will certainly benefit Victoria.

DOWN FROM THE NORTH.

The steamer Maude completed an uneventful trip to the North yesterday, when she reached Victoria with eight passengers and a light cargo, included in which were ten cases of curios for the World's Fair from Fort Rupert. It is likely that the Maude will visit the scene of the J. R. McDonald's loss this morning.

NO SEALS SECURED.

A letter from one of the hunters of the sealing schooner Sea Lion has been received. It states that the weather on the coast has been extremely rough and consequently the schooner had not, up to the date of the letter, obtained a single skin. All the crew of the vessel except the writer were enjoying good health and he was suffering from sore throat disease, which left him very sick for over a week. E. B. Marvin & Co. have also a letter from Capt. Clarence Cox, of the schooner Triumph, but it contains no news. The letter was dated February 10, at which date the Triumph was in Clayoquot Sound taking shelter. Like the Sea Lion she had no skins.

HALIBUT FOR THE EAST.

The steamer Chieftain, Captain George Cunningham commanding, is now on her way down from the North with upwards of twenty tons of halibut in ice for Eastern shipment. The steamer has been specially fitted for the trip under the direction of Mr. Cunningham, whose inventive mind has provided novel and convenient cold storage chambers in the deck line, which permit of a large cargo being carried with perfect safety.

TO REMOVE THE SAND BANK.

Tug Hope tows the Dominion Government dredge which has been working in the harbor for the past year or more over to the Fraser river on Wednesday next, where she will be engaged working on the sand bank on which the bark George Thompson struck several months ago.

FOUND STILL FLOATING.

The American consul has arranged to pay the expenses of the crew of the steamer J. R. McDonald and send them back to Seattle. The steamer Alert yesterday came upon the hull of the McDonald about 14 miles distant from the scene of the disaster of the day before. She was floating keel up, so that it was impossible to see just how much of her remained. The derelict was taken in tow and finally drawn up on the sand of Saanich Inlet. The capture has been reported to Collector Milne as receiver of wrecks. Capt. Worth claims that he did not desert the wreck, as he sent a boat to Plumper's Pass, and intended to leave the remainder of the crew to look after her, but the moorings parted and she drifted out to sea.

THE J. C. FORD SALVAGE.

The question of adjusting the salvage allowance on the portion of the wreck of the schooner J. C. Ford which was brought in and reported by the schooner Brenda promises to become somewhat complicated. There are, it is alleged, misstatements in the invoice of the material rescued, which was turned over to Collector Milne. The U. S. Consul, not liking the appearance of matters, asked to have another invoice taken, and the Vice-Consul and a representative of the receiver of wrecks spent yesterday afternoon in getting out new lists. The matter will be further investigated to-day.

A BIG LUMBER CARRIER.

The Hawaiian ship Johnena, 2,600 tons, is now on her way to Cowichan from San Francisco to load lumber for Port Pirie, under Robert Ward & Co.'s charter. The ship being a new one recently launched on the Clyde, is an unusually large vessel for her kind and it is expected will be able to carry an immense cargo of lumber. This is the first trip she has ever made.

VICTORIA BOUND.

The steamer Walla Walla, now bound to this city from San Francisco, has the following passengers for Victoria: Thomas Matthews, Mrs. Vower, G. J. Burrows, son and daughter, Mrs. J. Hewlings, Mrs. McManah, Mrs. J. H. Thain, H. C. Bach, Dr. R. F. Verrinder and J. P. Labane.

AMERICAN NEWS.

PORT TOWNSEND, Feb. 23.—One case of smallpox has been discovered among the Makah Indians at Neah Bay. Quarantine regulations have been adopted and steamers will not receive or land passengers at that port. Much apprehension is entertained lest the Indians spread the disease along the Sound.

PORT TOWNSEND, Feb. 23.—Maritime opinion is almost unanimous that the derelict sighted off Cape Flattery recently is the bark Cowlitz laden with lumber from Port Gamble to San Francisco. The Cowlitz passed Cape Flattery on January 31, and encountered severe storms. Before her departure it was noticed that her rigging was frozen taut and she was in no condition to go to sea.

SAN FRANCISCO, Feb. 23.—From reports received to-day, it is learned that the deep water sailors have entered into a combine with the boardinghouse masters, and propose demanding $25 per month as a salary. Heretofore, the ruling rate has been $20.