WRECKIAGE ON WEST COAST.

NEWS OF THE WATERFRONT

dos.; Port Arthur, 40s.; Taku, 45s.; Newchwang, 40s.; Japan an, 37s. 6d.; Manila, 40s. to 42s. 6d.; Buoy Found at Hesquoit.

Steamer Queen of Life West

Steamer Queen of Life West

Wany CARGOES.

WANY CARGOES.

Steamer Queen City, from the West Coast of Vancouver Island, brings news of the finding of considerable lumber, lost from one of the lumber ships durable lumber, Reaches San Francisco En Route to During Past Year 340 Shiploads of

probably come from some recent sailing vessels. The only coasting vessels the buoy are the schooner Irene, which the buoy are the schooner Irene, which is now at San Francisco, and the lime-carrier W. G. Irwin, which left San Juan for San Francisco. According to advices received from

ward, with no doubt he of great assistance or all sailormen frequenting these waters.

The potlatch, which has been in progress at Clayoquot for some days, the Nitinats and other tribes being the guests of the Clayoquots, has been ended. There were the usual midwinter dances and deasts, accompanied by all the pomp of the West Coast siwash. The close of the potlatch was marked by the death of an Indian woman who arrived from Ahousaht. She died as a result of premature child birth, induced by dancing at the potlatch.

BIG BONANZA LEAKING.

Coal Carrier Returns in Distress.

Coal Carrier Returns in Distress.

The American bark Big Bonanza re turned to the Royal Roads on Sunday in a leaking condition, and without fresh water, one of her tanks having sprung a leak when the bark, which was bound from Ladysmith for San rFancisco with a cargo of coal, was laboring in a heavy after laboring for some time in the heavy sea then running, she began to make water, and one of the pumps having broken down, and the leaking starting broken down, and the leaking starting broken down, and the leaking starting broken water tank Capt Berg. man, who, by the way, is part owner of the bark, decided to return to the Royal Roads. Instructions are now being awaited from San Francisco regarding what course is to

on Wednesday morning, was doated up the old iron on Sunday at high water, coming off the mud hark without different solutions. on Sunday at high water, coming off the mud bank without difficulty when six hundred tons of her cargo had been dightered on scows, which were taken to the scene. The steamer then proceeded back to Constant and the scene of the steamer than proceeded the scene. The steamer then proceeded back to Comox, and, as she has not been

is as inflar one around the the Cape of Good Hope and up the Atlantic.

THE SAILERS.

Miltonburn Dragged Her Anchors—Brabloch Ships Crew.

The British ship Miltonburn, which has been chartered to load lumber at Whatcom, dragged her anchers during for mer for Japan and the latter for the has heavy squall which prevailed in the Royal Roads on Sunday night, when a 52-mile gale was blowing off the Cape, and was dangerously near the shore before she brought up. The Miltonburd will proceed to the Sound today in tow off the ug Wanderer. The British ship Brabloch, Capt. Baxter, which loaded 1,762,000 feet of lumber, mostly small stuff, at the Chemainus mills for Calcutta, arrived in the Royal Roads on Sunday, and yesterday shipped a crew for her ovage to the Indian port. The German ship Maipo, which arrived from Mazatlan, where the plague is epidemic, a few days to ship one or more crews at Clayoquot the Wanger of Sacouper to load lumber at the Hassings mills.

THE SEALERS.

THE SEALERS.

THE SEALERS.

The SEALERS.

The Sealing schooners Carlotta G. Cox for depleted? Dr. Chase, the worant's friend, has put within the reach of every woman a preparation which restores wasted nerves and builds and prun down systems. Dr. Chase's Nerve Food is, on account of its mild and gentle action, especially suited to the meds of women. It supplies the body with an abundance of pure, rich, life-giving blood and puts new vigor into a few days at the potential stuff, at the Chemainus mills for Calcutta, arrived in the Royal Roads on Sunday, and yesterday shipped a crew for her voyage to the Indian port. The German ship Maipo, which arrived from the steamer Queen City left that port. He had been unable to sign many for her voyage to the Indian port. The ball been unable to sign many for her voyage to the Indian port. The ball been unable to sign many for her voyage to the Indian port. The ball been the steamer Queen City left that port. He had been unable to sign many for her voyage to the sound of the polarity of the polarity of the pola

WEIGHAGE ON WEST COAST. : NEWS OF THE WATERFRONT

of the finding of considerable minder, lost from one of the lumber ships during the recent gales, at several points on the Island Coast, and at Hesquoit a life buoy, which bore the name "frome," was found by Indians and turned over to Father Brabant, the priest in charge of the mission station at that point. At Estevan Point, at Hesquoit, the islands outside the village of Kyuquot, and the vicinity of the mouth of Quatsino Sound, the rocks are littered with new lumber, which, from its appearance, has been but a short time in the water. The lumber, which is 12x12, 6x12, and planking, has evidently come from some of the recently departed lumber carriers, which have been caught in the heavy gales which have blown within the past month off the Coast, and the deckload has suffered, if no more serious accident has occurred. As for the finding of the life buoy, this has probably come from some recent sailing vessels. The only coasting vessels

DAWISON CITY SAFE.

is now at San Francisco, and the lime-carrier W. G. Irwin, which left San Juan for San Francisco.

According to advices received from Clayoquot by the steamer Queen City, the work of clearing the site on Leonard Island, at the mouth of Clayoquot Sound. for the new lighthouse to be erected there by the Dominion government—that being part of the scheme for the establishment of five new lights in British Columbia waters as outlined by Chief Engineer Anderson during his for the establishment of five new lights in British Columbia waters as outlined by Chief Engineer Anderson during his recent visit—has been commenced by Mr. Chesterman, of Clayoquot, who has secured the contract for the work. This lighthouse, which will be the first sighted by mariners inbound from the Westward, will no doubt be of great assistance to all sailormen frequenting these waters.

She is returning by the open ocean, having had to abandon the so-called in side passage owing to the fact that she is under sail. The only reason the Dawson City called at Sand Point, which is on Unga island, was in the hope of securing fuel. But there was no coal at Unga to be had, so the vessel was forced to continue under sail. Where or when her coal supply gave out is not known, but it was most likely mariners.

> time the Santa Ana was in search of the Shellkoff, which was long overdue at Valdez from Unalaska. The Santa Ana, according to a telegram received yesterday by the Pacific Packing Navigation company, came upon the Sheliffoff January 14, presumably in the vicinity of Cook inlet. It would appear Shelikoff was then returning

Of the Victims of the Bark Prince

what course is to be followed, and it is possible that the cargo may be discharged here and the vessel docked. The tanks will be repaired before the vessel proceeds.

The Big Bonanza is to come back to this port from San Francisco after discharging her cargo to load a cargo of coal for Bristol Bay on behalf of the Alaska Packers' Association. She is a dare now on the shore at the scene and are now on the shore at the scene and never has she met with an accident. It's Capt. Bergman says, is he has paid premiums enough to buy a new vessel, and the underwriters should have no kick coming if she has met with a slight mishap.

MINEOLA FLOATED.

Steamer Mineola, Capt. Kirkwood, which stranded on Base Flats, in Baynes

Steamer Mineola, Capt. Kirkwood, which stranded on Base Flats, in Baynes

Arthur.

Bleven bodies of the crew of eighteen of the most adverse combination of circumstances that has ever been extended in the work adverse combination of circumstances that has ever been extended in the work adverse combination of circumstances that has ever been extended with, and in fact it is suprise to us that more have not successed that craft the most adverse combination of circumstances that has ever been extended with a cargo of the dark Prince Arthur, who were form and the sumbled to the most adverse combination of circumstances that has ever been extended in the work adverse combination of circumstances that has ever been extended when bound to Victoria from Valparains, one the scene interest of the craw of eighteen of the bark Prince Arthur, who were that craft the most adverse combination of circumstances that has ever been extended in the wroth at extended the most adverse combination of circumstances that has ever been extended the sumble to the most adverse combination of the craft of the c Steamer Mineola, Capt. Kirkwood, the keel, and it was just like opening a which stranded on Base Flats, in Baynes book, the sides of the craft clinging to book, soon after leaving Comox, with 3,200 tons of coal for San Francisco, in the old iron."

THE RICKMERS.

The Paul Rickmers-the German making water, it is not thought that she has sustained injury.

The Nanaimo pilot board, which held

2,500-ton steel ship, on whose safety thousands of dollars are being gambled, and Victorians are interested in the an inquiry into the accident to the colier, and exonerated Capt. Bendroit, the pilot who was in charge, of all blame. The fog had lifted when the collier left Comox, and there was a clear sight for a mile ahead, but the fog settled down soon after the Mineola left the whart, and the pilot decided to proceed by the form the set of the colling and the pilot decided to proceed by the form of Sand past Anjer, she is 184 days out from Anjer for Bremen. and the pilot decided to proceed but a short distance and anchor until the fog lifted. The steamer overran her distance, however, and when preparations were being made to drop the anchor, she grounded, four miles from the wharf. These facts were stand by:

Solution and past Anjer, all all all as a short distance and anchor until the fog months, if not more, overdue. The underwriters in England are of the opinion that the Rickmers has met with disaster and are speculating that she will not arrive. So confident are they that wharf. These facts were stated by Capt. Bendroit at the inquiry, and a statement was made by Capt. Kirkwood substantiating them. The board then exonerated the pilot.

TACOMA UNINJURED.

The stated by that they are offering ten for one that she will fail to reach port, and, although the chances do not seem too roseate that the big carrier, which loaded lumber at Vancouver last year, will reach port, much money is being wagered at all ports on this Coast at these odds.

Was Docked at Esquimalt on Sunday.

Steamer Tacoma, of the Northern Pacific line, which was docked at Esquimalt on Sunday morning and surveyed in consequence of her stranding at Nodule Point on Thursday, was found upon examination to have been uninjured as a result of her accident, and she was floated at once and left on Sunday might for Tacoma to load her cargo for the return voyage to the Orient. The cargo from the Far East was hurriedly discharged on the arrival of the steamest and left on many days scarcely moved when in the calm belt, whereas had she targed for many days scarcely moved it takes the form of nervous collapse and the venture point out that ships voyaging through the Southern oceans foul qu.c. ly, and that the long passage to Anjer from Bangkok would point to the fact that the Rickmers was foul. In this connection a Victoria shipmaster, who was on a wooden bark bound from Ilouilo some years ago with a cargo of sugar for Montreal, states that his vessel of their children, in the care of thei Some of those interested in the ven-

Lumber Went from Pacific.

Foreign shipments of lumber from the Pacific Northwest are for the first time given in complete detail, says the Pacific Lumber Trade Journal. The results are 340 cargoes being taken from this state, British Columbia and Oregon, amounting to nearly 250,000,000 feet. This is a falling off as compared with previous years but the guanting of the control of the contro Australia leads with provincial shippers, with South Africa, South America and the United Kingdom and Europe almost tied for second place. Oregon's chief

MARINE NOTES.

The trouble between union and nonunion sailors at Aberdeen, Wash., which began with the refusal of the Sailors' Union to allow the schooner Solano to sail, culminated about midnight on Monday in a collision between the y wounded, one of them being William Kehoe, who has the contract for mer Benicia, owned by of San Francisco, who owns the Solano Revolvers were drawn during the lee, but no shots were fired.

(From Wednesday's Daily.) NEWS OF THE WATERFRONT. Freight Market Rising - Anxiety For Overdue Ships—Queen City Leaves For the West Coast.

The only disengaged vessels now at this port are the British ship Galgate, which has been lying here for some months, and the recently arrived Australian, and it is expected that both these vessels will find business chartly for all owned in Victoria and was registered. vessels will find business shortly, for although the market for grain freights continues somewhat dull, there is an upward trend. There is slight demand for vessels on European account, the rate remaining nominal at about 11s. 3d. that remaining nominal at about 11s. 3d., the figure of the last charter, but there is some inquiry for both Sydney and Melbourne, with a slightly firmer feeling on the part of owners who are now dispensed to hold out for all of the sydney and the part of owners who are now dispensed to hold out for all of the sydney are now dispensed to hold out for all of the sydney are now dispensed to hold out for all of the sydney are now dispensed to hold out for all of the sydney are now dispensed to hold out for all of the sydney are now dispensed to hold out for all of the sydney are now are now if the part of owners who are now disposed to hold out for a slight advance posed to hold out for a slight advance over the last rate accepted. In the lumber market freights continue fairly active at steady rates. Coastwise vessels, both sail and steam, find ready employment at full rates, and for foreign voyages, although tonnage, is plentiful, there is no depreciation in rates.

shipping paper—in its review of the foreign market for the year, says: To say that this has been by a long way the worst year on record for tramp owners is but mildly to picture what they have had to contend with, and in fact it is a surprise to us that more have not succumbed to the most adverse combination of circumstances that has ever been expected.

Northern ports, lumber rates are as follows: Sydney, 31s. 3d. to 32s. 6d.; Melbourne or Adelaide, 37s. to 32s. 6d.; Melbourne or Adelaide, 37s. to 38s. 9d.; Port Pirie, 35s. to 36s. 3d.; Fremantle, 47s. 6d. to 50s.; Geraldton, 50s.; Noumea, 40s.; Suva, 40s.; Hawaii, \$5.50; West Coast, direct, 32s. 6d. to 35s.; Guayaquii, 45s.; Guaymas, \$6; Santa Rosalia, \$6.50. Buorsea, \$6. \$6.50; Buenos Avres, 40s, to 42s. 6d.; Hongkong, 40s.; Shanghai, 37s.

"All Worked Out"

Weak in Body, With Trembling Nerves, Aching Head and Feelings of Depression and Discouragement.

Dr. Chase's Nerve Food

night for Tacoma to load her cargo for the return voyage to the Orient. The cargo from the Far East was hurriedly discharged on the arrival of the steamer at the Sound port, and she was brought to Esquimalt on Saturday night to dock. She has evidently struck a soft when she want ashere.

age to Hahiax, she having become visit takes and some a day of reckoning. With some it takes the form of nervous collapse and been clean, she would have made at least three or four knots. The voyage is a similar one around the the Cape of Good Hope and up the Atlantic.

But why neglect the health until the

Dr. Chase's Nerve Food, 50 cents a box, six boxes for \$2.00, at all dealers, or Edmanson, Bates & Co., Toronto.

6d, to 40s.; Kaio Chow or Wei-haiw

THE LINERS. Miowera Was Two Days Late in Leav ing Honolulu,

The Canadian-Australian liner Mi wera is scheduled to arrive tomorrow from Sydney, Brisbane, Suva and Hono Facinc Lumber Trade Journal. The results are 340 cargoes being taken from this state, British Columbia and Oregon, amounting to nearly 250,000, 000 feet. This is a falling off as compared with previous years, but the quantity of lumber is sufficiently large to display the magnitude of the demand for Douglas fir and other lumber in other nations. This product went to nearly of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line jeft its presson the day of the same line is the last named port for Victoria. The Miowera was scheduled to leave the middle of the day of the last named port for Victoria. nations. This product went to nearly of the same line, left Hongkong the day before for Victoria. The steamer Victoria analysis of the figures shows that this product went to nearly of the same line, left Hongkong the day before for Victoria. The steamer Victoria left Yokohama on Wednesday for this product. Australasia is the leading consumer of this port. The Ningchow and Tremont the lumber of this state among foreign are also en route. As stated several countries, with South America a close second, and South Africa taking more 12th for this port. The Ningchow has than 27,000,000 feet for third resisting. 200 tons of general freight for Vic-toria merchants. The steamer Moyune sailed from the Sound yesterday for cargo, including 2,200,000 feet of lum foreign shipments go to China, which took nearly three-fourths of her total

The Toronto Mail-Empire, in a recent The Toronto Mail-Empire, in a recent issue, says: "From a communication sent to the Canadian Manufacturers' Association by Sir William Mulock, it seems evident that the Postmaster-Genore from the Tyne, coming out by way seems evident that the Postmaster-Genore from the Tyne, coming out by way of the Cape of Good Hope, and reached proaching session of parliament a pro-posal for the establishment of a freight

Fairplay—the well known Livergool shipping paper—in its review of the forgain market for the year says. To say

Orders have been received at Esquimalt to make a survey of the torpedo destroyers Virago and Sparrowhawk, the two torpedo boat destroyers attached to this station. This action has been taken on account of the discovery of the Virago, which is the only one of the two small vessels in commission at Esquimalt. On the report of the discovery of the defects being made to the Lords of the Admiralty, instructions were given for an immediate and careful survey of not only the Virago, but of all other vessels of her class. The Virago and Sparrowhawk, were some time ago ordered to proceed to China. and a cruiser was to have convoyed they, but on representations by Admiral Bickford it is understood that the sending of the two small vessels across the Pacific has been left in abevance.

At Homoliut of the island port, having made the voyage on schedule time. The steamer Victoria, of the Northern Pacific line, which is island port, having made the voyage on schedule time. The steamer Victoria, of the Northern Pacific line, which is port, is due to arrive on Tuesday next. The big Chow, which is bringing general cargo from Liverpool via the ports of the Far East, is also due on Tuesday next. The Ning Chow, which is not the steamer of the same name which ran from this port to Alaskan ports during the Klondike rush, but a fine new modern the sum of the Klondike rush, but a fine new modern and a cruiser was to have convoyed they, but on representations by Admiral Bickford it is understood that the sending of the two small vessels across the Pacific has been left in abevance.

THE FISHERY CRUISER. Long Delayed Launching to Take Place

The new Dominion Government steamer Kestrel, destined for service as a fishery cruiser on this Coast, may be launched from the Wallace shippards on February 14. The date has not yet been definitely set, but as on Saturday, February 14, there occurs one of the highest tides of the month, Mr. Wallace is making an effort to secure from Ottawa orders for the launching to occur tawa orders for the launching to occur on that date.

The launch ways were installed in position last week, and barring some small amount of finishing work to be done on the wessel she is ready for her trial trip. An announcement of the appointment of the master and officers of the Kestrel is expected from Ottawa shortly.

UNUFORM FREIGHT RATE. Important Meeting of Steamship Mer Held Yesterday.

An important meeting was held at Seattle yesterday, at which all the steamship lines operating from the North Pacific to the Orient were repre-North Pacific to the Orient were represented for the purpose of arranging a uniform freight rate between this Coast and Eastern Asiatic ports. There has previously been no uniform schedule of rates in operation among the several companies engaging in the trade and this will be sought to be effected at today's meeting of the bureau. An effort will also be made to arrange the sailing schedules of the various lines so as to make the arrivals and departures from this Coast at regular intervals. Various other matters of consequence were considered. The Asiatic Freight bureau includes The Asiatic Freight bureau incindes six large steamship companies: The Boston Steamship company: China Mutual company; Northern Pacific company; Nippon Yusen Kaisha line; the Empress line, operated by the Canadian Pacific railroad, and the Portland line,

Catarrh

Invites Consumption It weakens the delicate lung tissues deranges the digestive organs, and breaks down the general health. It often causes headache and dizziness, impairs the taste, smell and

hearing, and affects the voice. Being a constitutional disease it re quires a constitutional remedy.

Hood's Sarsaparilla Radically and permanently cures catarrh of the nose, throat, stomach, bowels, and more delicate organs.

Read the testimonials. No substitute for Hood's acts like Hood's. Be sure to get Hood's.

"I was troubled with catarrh 20 years. Seeing statements of cures by Hood's Sarsaparilla resolved to try it. Four bottles entirely cured me." WILLIAM SHERMAN, 1030 6th St., Milwaukee, Wis,

Hood's Sarsaparilla promises to cure and keeps the promise.

operating from the Columbia river to the Orient. All these companies, with the exception of the Portland line have their vessel make Victoria their first and last port of call.

A LONG VOYAGE.

her destination after a voyage of 187 days. The Pegasus was reinsured for proaching session of parliament a proposal for the establishment of a freight service between Eastern Canada and Australia. Sir William requests the association to suggest some means whereby the government could ascertain the volume of Canadian freight shipped via New York to Australasia, as with these facts the government could reach certain conclusions as to whether it would pay to establish a direct service from Canada to the Antipodes. He would also like to have the chief shippers pledge themselves to patronize the line in the event of it being established."

MORE OVERDUES.

Lord Templetown. John D. Tallant, and Florence Causing anxiety.

Among the overdue vessels is one which although she has not heav placed. The wreck at Tierra del Fuego may be an old one, and that this is the case was a constant of the strain and the rate has steadily advanced. The Pegasus has arrived, however. She tried to come by way of the Horn, but finding the weather too wintry for her liking turned tail and came by way of the Cape of Good Hope.

The wreck at Tierra del Fuego may be an old one, and that this is the case was a considered for 20 per cent. Her arrival reopens the question of the identity of the wreck reported high on the shore of Tierra del Fuego by the British ship Afghanistan. The Pegasus, which was 187 days coming from Newcastle-on-Tyne, was coming from Newcastle-on-Tyne, was reinsured for 20 per cent. Her arrival reopens the question of the identity of the wreck reported high on the shore of Tierra del Fuego by the British ship Afghanistan. The Pegasus, which was 187 days coming from Newcastle-on-Tyne, was coming from Newcastle-on-Tyne, was orived with a report of having sighted the wreck of a big four-masted ship ashore at Tierra del Fuego the days passed without news of her, the fears grew and the rate has steadily advanced. The Pegasus which was 187 days coming from Newcastle-on-Tyne, was ownich was 187 days coming from Newcastle-on-Tyne, was ownich was 187 days coming from Newcastle-on-Tyne, was ownich was 187

Captain Nason, of the James Drum-mond Speaks of Her Chances. The ship James Drummond, which ar was spoken in a dismasted condition and without provisions, was on Decem-ber 18, 100 miles North of the position ber 18, 100 miles North of the position in which the partly dismasted St. David was spoken by the America Maru Captain Nason does not believe the St. ing that port. The James Drummond experienced no heavy weather on passage across the Pacific.

From Thursday's Daily.)
LINER'S NOW ON THE WAY. Miowera Due From South Seas—Large Freighters Coming—Carlotta Cox Meets Mishap.

Steamer Miowera, of the Canadian-Australian line, which left Honolulu, her last port of call, for Victoria on January 16, is due tomorrow from Sydney, Brisbane, Suva and Honolulu. She was two days late leaving the last named port. The steamer Moana, which sailed from here on January 9, arrived at Honolulu on the morning of the 17th, according to cable advices received from the island port, having made the and a cruiser was to have convoyed they, but on representations by Admiral Bickford it is understood that the sending of the two small vessels across the Pacific has been left in abeyance. When the orders were received for their transfer to the China station, the two torpedo boat destroyers were strengthened.

THE FISHERY CRUISER.

Monday en route to London and Liverpool via the Suez.canal. The steamer
Rameses, of the Kosmos line—the German fleet running from Hamburg to this
Coast, is now at San Francisco, and
will leave today or temorrow for Victoria to discharge a large consignment
of nitre from Iquique for the Victoria
Chemical Works.

At the meeting of the Fraight Burgay

Chemical Works.

At the meeting of the Freight Bureau association of the Northern Pacific Asiatic steamship lines, held at Seattle and attended by representatives of every line doing business with the Orient from Portland, Tacoma, Seattle, Victoria and Vancouver. There were present freight traffic managers from the Canadian Pacific steamer line, the Nippon Yusen Kaisha, Northern Pacific steamship lines, the Boston Towboat Steamship company, and the Boston & Asjatic Steamship company, the principal matter taken up was the new tariff steamship company, the principal matter taken up was the new tariff passed by the bureau a short time ago and which, while it has been in effect ever since its issue, has never been published. There were some slight changes made in the rates for commodities to be shipped from the North Coast, but in all instances they were immaterial.

The new tariff will be put into print at once, and in a few days will be given

at once, and in a few days will be given general distribution. Within the past year there has been



a vast increase in this trade and therefore the necessity of revising the tariff. At all times the object of the association, it is stated, is to keep the tariff on commodities so adjusted that it will be competitive with other lines not included in the North Coast bureau. So far the bureau has been able to issue a tariff that is entirely satisfactory to the steamship companies and also to the steamship companies and also to the shippers who use the North Coast ports. It is the intention to keep this up and from time to time, as changes are needed, they will be made.

GALE DAMAGES SCHOONER. Carlotta G. Cox Had Her Mainsail Torn in Tuesday's Gale.

The sealing schooner Carlotta G. Cox, which sailed on Monday for the sealing ground on the Japan Coast, and the Copper islands, returned to port yesterday with a torn mainsail, as a result of her encounter with the heavy Southwesterly gale which raged on Tuesday night. The Carlotta G. Cox was sailing out of the Straits when her mainsail was torn and Capt. Nelson put her about and returned to Esquimalt, where the schooner anchored yesterday, and Capt. Grant, manager of the Victoria Sealing company sent a new sail out to her with the mate, who came ashore yesterday to report the mishap to the schooner. It is not expected the schooner. It is not expected the schooner will be delayed.

The gale which blew on Tuesday night raged at a velocity of 60 miles an hour off Tatoosh, and in Victoria the register showed a velocity of 60 miles an hour between 5 and 6 o'clocks.

"All of the bodies were naked. show-ing that the sailors had taken of their clothes in order to be better able to swim ashore.

"We had placed canvas in the lottom of the grave, and, as each body was brought to the grave, and, as each body was brought to the grave, and, as each body was throught to the grave, and, as each body was tr

The British Columbia Salvage association, which some time ago fitted up the barge Isabel as a wrecking vessel, has purchased two ten-inch pumps with flange valves, which allow of the stream being diverted in any direction, and telescopic hose, which can be extended automatically. W. F. Bullen one of the directors of the company of len, one of the directors of the com-pany, is now in the East, and a des-patch from him to his brother, tells of the purchase of this and other new ma-chinery for the wrecking plant, which will be shipped to Esquimalt without

BURIED DEAD SAILORS.

Norwegians Return From Scene Prince Arthur Wreck.

The bodies of 12 of the unfortunates who lost their lives in the wreck of the Norwegian bark Prince Arthur, which was lost near Ozette when bound to Victoria from Valparaiso, have been buried on the shore near the spot where the sailors were drowned. The wreck has been broken up by the heavy seas, and none of the lost vessel but the brok-en stern can be seen at low water. Louis Sandstrom, one of the five Norwegians sent to the scene of the wreck by their compatriots at Seattle to bury the bodhas returned and speaking of his

trip he said:
"We left January 11, and at Neah bay we secured an Indian guide, who piloted us as far as the Ozette river. This point we reached Tuesday night, This point we reached Tuesday hight, but we were unable to cross the river. Wednesday hight we arrived at the wreck, which lies at a point about 30 miles South of Neah Bay. We found that the sailors had all been buried by

about to find a place where a permanent grave might be made. At last we found a spot on the crest of the sluff overlooking the sea. We clear I a place and dug one large grave. he bodies of the sailors were buried on the Coast for over two miles, but by hard work we managed to dig the up and carry them, one by one, to the grave work we managed to dig the up and carry them, one by one, to the grave on the hill.

"All of the bodies were naked show-

ing that the sailors had taken of the clothes in order to be better able swim ashore.

night raged at a velocity of 60 miles an hour off Tatoosh, and in Victoria the register showed a velocity of 40 miles an hour between 5 and 6 o'clock.

The schooners Oscar and Hattie, and Allie I. Algar, each of which are going to the Southern hunting grounds with white crews, are still in James Bay. The Libbie and Penelope, each of which will carry crews of Kyuquot Indians, are ready to sail for the West Coast port to pick up their crews. The Libbie is in charge of Capt. George Heater, and his brother, Capt. W. Heater, commands the Penelope.

NEW MACHINERY.

NEW MACHINERY.

Secured in the East For B. C. Salvage

a man in the breakers, but it was too far out to be reached.

"Five settlers, Iran, Ole and Tom Birkestad, Chris Chirstensen and Fred. Moody, buried the bodies of the sailors on the beach as they were found. The bluffs rise sheer from the water and, unaided, the settlers were unable to give the poor sailors any other burial.

"The Prince Arthur went ashore about 30 miles from Neah Bay. The wreck lies about a quarter of a mile from shore, and is entirely under water, except at low tide. Even at low water her stern is alone visible. To the best of my knowledge we were the first white men to view the reck, except the settlers I have mentioned.

"I have the tattered ship's flag as a

memento of the trip, and each of us has a bit of brass work torn from wreckage of the vessel." WESLEYAN COLLEGE.

"I have the tattered ship's flag as a

Montreal, Jan. 20.—The governors of the Wesleyan Theological College have chosen Rev. Dr. Shaw as successor to Principal Maggs. Three years ago Dr. Shaw resigned his position on account of ill-health. He is much better now. MORE INSPECTORS.

U. S. Guarding Against Chinese Immi-

Vancouver, Jan. 20 .- (Special.)-The United States Government has appointed two new inspectors of immigration to be stationed in British Columbia. Bd. Huestro at Victoria, and F. M. Sparling at Huntingdon to guard against Chinese being smuggled into the States.

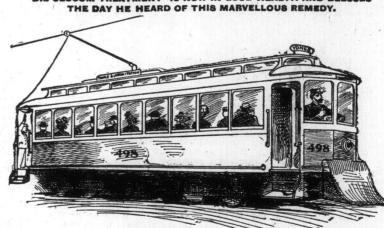
C. P. R. SCENERY. Bioscope Views Before Distinguished Gathering.

London, Jan. 20.—The huge Palace theatre was filled this afternooon with an Anglo-Canadian gathering including the Duke of Argyle, Lord Strathcona and Lady Strathcona Australian and Cape agents-general, Admiral Fremantle, and many influential folk, who witnessed a remarkshle display of hice. witnessed a remarkable display of bios cope pictures of the Canadian Pacific

Catarra, an excessive secretion from an inflamed mucous membrane, is radicall and permanently cured by Hood's Sarse parilla.

Of Motorman Walden, in the employ of TORONTO STREET RAILWAY COMPANY.

DID NOT WANT TO GIVE UP WORK BUT WAS FORCED TO DO SO-TELLS HOW FOR THE REST PHYSICIANS IN TORONTO AND HIS CASE PRONOUNCED SO SERIOUS THAT HE WAS ADVISED, AS A LAST RESORT, TO USE THE DR. SLOCUM TREATMENT-IS NOW IN GOOD HEALTH AND BLESSES



Mr. Alfred Walden, 7 Cornwall St., Toronto, who has been in the employ of the Street Railway Company for a number of years as motorman, informs us that he had an attack of la grippe, followed by typhoid fever, and after many weeks of suffering it resulted in a complication of throat and lung troubles. During this illness he was under the care of one of the best physicians in this city, who pronounced it a very serious case and advised him to stop work, which he was finally compelled to do. Mr. Walden heard about the Dr. Slocum Remedies and commenced their use and after using them but of or a few weeks he noticed a great improvement.

Mr. Walden heard about the Dr. Slocum Remedies of the best of spirits and expressed himself completely cured and in the enjoyment of good health. What the Dr. Slocum Remedies have done for Mr. Walden hear above the total a great improvement.

On file,

A New Discovery that Cures Consumption.

The Dr. Slocum System Presents a Positive Gure for Humanity's Greatest Foe. Four Marvellous Free Remedies for all sufferers reading this paper. New Cure for Tuberculosis, Consumption, Weak Lungs, Catarrh, and a rundown system.

Do you cough? Do your lungs pain you?
Is your throat sore and inflamed? Do you spit up phlegm? Does your head ache?

Is your appetite bad? Are your lungs delicate? Are you losing flesh? Are you pale and thin?
Do you lack stamina?

These symptoms are proof that you have in your body the seeds of the most langerous malady that has ever devastated the earth—consumption.

You are invited to test what this system will do for you, if you are sick, by

FREE TRIAL TREATMENT

and the Four Free Preparations will be forwarded you at once, with complete directions for use.

The Slocum System is a positive cure for Consumption, that most insidious disease, and for all Lung Troubles and Disorders, complicated by Loss of Flesh, Coughs, Catarrh, Asthma, Bronchitis and Heart Troubles.

Simply write to the T. A. Slocum Chemical Company, Limited, 179 King Street West, Toronto, giving post office and express address, and the free medicine (the Slocum Cure) will be promptly sent.

Persons in Canada seeing Slocum's free offer in American papers will please send for samples to Toronto. Mention this paper.

Wear! That's "the greatest thing in the world,"-in anything that's worn. You get style, fit and finish too, in

GRANBY RUBBERS

-But the one thing we emphasize is their Wearing Qualities.

"Granby Rubbers wear like iron"

WORTY-FUUI

Retiring Officer ter Inducemen Men Be A

Sir Thomas Sha jects to Grand cific Gettir

Toronto Wants Produce and Powe

Ottawa, Jan. 24.uty minister of finance His valedictory appea accounts, which were Conservative press y service of Canada. Lord Strathcona t to tender to the A preserved meats to t The fisheries ques portant subject of the Provinces and The Eastern provi Halifax award shou Provinces and not Regulations gover been extended to the railroad belt of Premier Prior ma on several ministers
Toronto, Jan.
World's Montreal c Sir Thos. Shaughne C. P. R., as oppos Pacific subsidy. Sir is unfair to existing Northwest of Canad ment should subsidize Pacific, or any oth ilar import. There tion on the part of to impare the valu ments of private of lines handling the the Dominion of too The Board of Co day to ask the progive Toronto power electrical energy. have the co-operative of the co-operation of t are seeking cheap 1 Brantford, Ont., Samuel Watson, w Wesley on December

for a burglar, was manslaughter this Hardy, and was dis Montreal, Jan. 24.frid Laurier spent t
government offices
where he and his p Liberal paper. peg Machine Co.
Rev. J. H. Morgan
has been invited to b
Fort Rouge Methodi
cession to Rev. W.

......... "Do Not L Mati

Is the Feeling naimo And L garding

Committees Who

Points Thro Isla Much gratification all sides in Victori splendid meeting w in the City hall or ing, and at the action the appointment of tee to foster the ag

struction of a rails end of the Island, tee of 12 which w Worship Mayor M evening was named to their numbers,' draft of committee points has been VICTORIA Mayor McCandles ex-Mayor Hayward ex-Mayor Hayward, ken, Senator Temp M. P., R. P. Rithe W. D. Clifford, M. P. Hillips, M. P. P., M. P. P., Richard W. Paterson, M. Capt. Jno. Irving, Gregg, Dennis Harr manager Colonist; ager, Times; C. A. J. M. John Jardine, W. N. A. Lawrence Go

N. A.; Lawrence G er, Henry Saunde A. B. Fraser, sr., liam Munsie, hen Jones, William Elliott S. Rowe. D'UNCAINS' W. P. Jaynes, C J. H. Whitems, C Smith, Claremont LADYSMITH T. L. Grahame, John Coburn, G. M P. H. Marshall, W MAINAIMO

The Mayor and Board of Trade, S Johnston, Mark nelle, Geo. I. Sch Hasiam, Sam G manager Bank o Barker, Stanley son, Adam Thon QUATSINO H. A. Beigh, N. gan, Mr. Lee.
It is intended the held at an early Island points, pre ing of a general when an Island or In connection

a railroad to the Island, a Colonis informed yesterday thority that Mr. firm of Mackenzi Canadian railway during his recent during his recent