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MARINE NEWS.

From Thursday's Daily.) TO BE REPAIRED. Sadie Turpel Taken in to the Upper Upper Harbor for Repairs.

The sealing schooner Sadie Turpel, which was floated from her position on the beach in Royal Bay, as was told in yesterday's Colonist, was towed in from the outer wharf yesterday morning by a steam launch, her deck level with the water as she came into the harbor. The schooner, which left port in January and drove ashore during a heavy Southwest gale, while lying in the Royal Roads at anchor, will be hauled out on the Esquimalt Marine Ways at once and tally reaging.

AT OUTER DOCKS

Bankleigh Towed to the Wharf to Commence Discharging.

The British ship Bankleigh, which brought a cargo of 2,200 tons of general cargo from Liverpool, consigned to Victoria and Vancouver merchants, was towed to the outer wharf yesterday by the tug Lorne to land her local cargo, the tug Lorne to land her local cargo, for their vessels—four schooners being fitted out now ready for the Coast after having shipped crews for their vessels—four schooners being fitted out now ready for the Coast eruise. Capts. Harold, and Hughes also and she will begin a ship Pythomene, fitted out now ready for the Coast which arrived from Acupulco, is still cruise. Capts, Harold and Hughes also awaiting orders. It is understood that report that she was to load grain at

GIRDLE COMPLETED. J. A. Fullerton Talks of C. P. R. At-

Mr. J. A. Fullerton, of the C. P. R. in an interview regarding the effect on transportation facilities resulting from the acquirement by the C. P. R. of the Elder-Dempster liners, said that it would have an immediate beneficial infuence on the export trade as soon as he new service was inaugurated. The Elder-Dempster freight carriers

had a dead weight capacity of 8,000 tons, and their size can be realized when considered that no steamer enterng the port of Vancouver is capable of earrying a dead weight cargo of more than 2,200 tons, exclusive of bunker coal. Empresses, for instance, can carry hight measurement cargoes of tea and silk to the extent of 3,500 tons. A ton of tea, whilst it measures 40 cubic feet. only weigh 950 pounds. A ton of

Mr. Fullerton states that the C. P. R. has been considerably hampered in lumber North consigned to the new can-making trans-Atlantic shipments, as the nery being built on Smith inlet. shipping companies would invariably

Umpqua on Wednesday, 20 days from San Pedro, after a very tempestuous to the North-Northwest and during the voyage and a narrow escape from being the down by the four-masted barkentine thing of the Totmes. For hour after the stating that it is introded at Seattle, which concern obtained a 30 days' option on the fleet a short time ago, and Captain McKenzie has been advised from the company's office at B. Emigh, on the 19th inst., when of miles off this port. Capt. Wester-pitched about in the most dangerous manner. Nearly all the small boats were on the starboard tack and the weather torn from their fastenings and smashed into kindling wood, and the decks were was hazy. I sighted the Emigh when she was on the port tack, and I was she was on the port tack, and I was swept of everything that could possibly looking for her to change her course. Seeing that she did not, I tried to come that she did not, I tried to come the steamer itself. Early in the storm about, but the Emigh was coming with such speed that I could not steer clear f her and we collided. Our bowsprit. jibboom and a portion of the stem were carried away in the collision. The migh hoisted a distress signal and I stood by for three hours, but the flag off shore. I don't think she was much damaged. With her forward rigging gone, the Caroline made port with considerable difficulty. The Emigh was lumber laden from Puget Sound to Australia."

and the ship did not fill. Steps were carried away, and a big iron stanchion amidships was wrenched out of shape. For days after emerging from the storm, which is reported to have caused the loss of 18 vessels, the Totmes looked like a wreck, but during good wreather the storm of the loss of the storm of the loss of the ship did not fill. Steps were carried away, and a big iron stanchion amidships was wrenched out of shape. For days after emerging from the storm, which is reported to have caused the loss of 18 vessels, the Totmes looked like a wreck, but during good and the ship did not fill.

which the leak occurred has been filled with straw, sawdust and other such material which is susceptible to swelling.

The overflow all comes through two iron pipes 8 inches in diameter, placed 220 feet deep, and is controlled easily The Government has spent \$30,000 o thereabouts getting the gusher under control, and keeping it out of claims

on the creek. THE WEST COAST.

Tees Will Replace Queen City—News of Sealers. the Esquimalt Marine Ways at once and fully repaired. The loss arising out of the stranding of the schooner is not covered by insurance, as the sealing company carries its own risks on the 42 schooners on its books. The four schooners which are being made ready to proceed to the West Coast, are shipping their crews and expect to leave in few days.

Steamer Tees is to be placed on the West Coast route in the stead of the which reached port yesterday morning from Quatsino and ports on the Vanculor of the sealing schooners have commenced that the sealing schooners have commenced that the sealing with the exception of the schooner C. D. Rand, which had gone from Quatsino to Kyuquot to complete Steamer Tees is to be placed on the from Quatsino to Kyuquot to complete her crew and had five or six canoes sign-ed when the Queen City left the Coast. The Libbie and Penelope were at Ahousett, where they made a call en route South. The Libbie had 14 skins and the Penelope had 11. The other schooners had all secured crews and left for the hunting grounds (Cart MP).

was experienced during the steamer's trip. She brought a number of pas-Vancouver arose as a result of a mistrip. She brought a number of pastake. The ship is disengaged. The Britsengers from the Coast, including A. take. The snip is disengaged. The Brit-ish bark Inverlyon, which is now fully F. Gwin and ten miners from the Yreka due, with coal from Cardiff for the navy, property, Messrs. Hutcheson, Bishop, is 141 days out today. The British ship Rahane, will also soon be due, being now land, Mrs. Williams, Mrs. Riley and out 113 days from Liverpool for this Rev. Father Mauris. The Tees will port with a full cargo of general mer-leave for Coast ports on Sunday night, and the Queen City will be tied up to be

> C. P. N. STEAMERS. Tees Changes Over With the Danube
> -Princess May Succeeds Amur.

With the arrival of the steamer Queen City yesterday morning, all the vessels of the C. P. N. Company were in port. The steamer Tees, which—as was reported yesterday—reached port early ported yesterday—reached port early yesterday morning, brought a number of passengers, including Miss Fawcett, M. English, C. M. Brewster, B. Findlay, C. Mollison, Miss Madden, Miss Cameron, Capt. Noble, H. McTavish, W. Howden, John Clayton, H. De Beck, T. W. Harvey, J. George, J. Forbes, H. Clinton and Dr. Worthing. The steamer Danube will sail in the stead of the steamer Tees, which goes on the the steamer Tees, which goes on the West Coast route. The steamer Princess May is also to sail in the stead of the Amur. She was loading lumber yesterday for her voyage North. The steamer will leave on Tuesday. The Danube will carry a large shipment of

manner. Nearly all the small boats were the skylight over the engine-room was smashed, water flooding the machinery compartment and breaking windows. A weighty sea crushed in the covering over one of the after hatches, but fortunately the stout tarpan'in that covered it held and the ship did not fill. Steps were

of an Swember 28, with GATT cases

The Conference of the United States

ADVERTISING

conver to go on the ways to be cleaned and painted before leaving for Skagway. She is scheduled to sail from Victoria on Tuesday and from Vancouver the day following. Another vessel exthe day following. Another vessel expected to sail tonight is the Pacific Coast steamer Cottage City, to which Capt.

A. A. Sears, formerly of the steamer

Princess Louse and other vessels in
the C. P. N. Company has been appoint-

of Issue to Yukon.

The deal, Captain McKenzie stated, included the purchase of all the property, fleet, etc., of McKenzie Brothers, list.d., in fact the business would be transferred as a going cencern. The new state the boundary dispute from the practical side, said:

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making trans-Atlantic shipments, as the proposition of shipping companies would invariable shipping companies that all hands a fail of the mining industry.

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to the retail merchant.

If a first advertisement fails to do the work, try a second; if the advertising matter is carefully prepared, profitable results will be forthcoming in the very near future.

Every business can be brought prominently before the work of the retail merchant.

Indicate the mining convention as a step in the right direction, and hopes to see it result in much good to the mining industry.

The C. P. R. during the present season. From the way coal has been arriving at Vancouver for several weeks past, the claims are among the best contract will be filled without trouble. The Ker, Japan and other coal hulks are kept busy every day carrying cargoes of coal, while the freighting steam-feet to tap the leader to tap the leader

two prospectors, have just come in from their claims on No. 3 creek, where they have spent the summer and winter. Their claims are among the best developed in the district and can now take their place

To begin with, they run a crosscut

and Seattle, which concern obtained a 30 days' option on the fleet a short time ago, and Captain McKenzie has been advised from the company's office at Seattle stating that it is intended to exercise the option and was prepared to pay the price agreed upon

The deal, Captain McKenzie stated,

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The deal, Captain McKenzie stated,

To have to the lead at a depth of about 500 and that the negotiations for a mill site were still uncompleted, and final negotiations might be prejudiced. The report has appeared in the London mining press, however, and silver, nothing being allowed for other people to thinking, and parties to make the publication locally.

The plane for the arcetion of the present the p