

do so he would have benched the ship to save it and the passengers.

To Juror Maroon—The boat was left on the vessel when she went down. It might have been launched, but all were too much frightened to try.

To Mr. McPhillips—He thought it would have been a good idea to try to anchor where the lifeboats were launched, although he didn't know if there was holding ground or not.

Sergt. Walker swore to the identity of Alex. Harvey's body, after which an adjournment was taken until Monday.

From Monday's Daily. Wreckage from the steamer Callam has come ashore in a quantity of butter together with some oil cake and parts of the steamer have, it is reported, been cast up by the sea in that locality.

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The orders were given for all women and children to be put in the boats as far as he could recollect was the pursuer who gave these orders. After encouraging the passengers, telling them that as yet there was no real danger, he had gone to the hurricane deck and assisted in the launching of the boats.

To C. H. Lugin he said that there should have been a boat hook, a heaving line and four cars in every boat. He had not seen any of the small boats from the ship.

He and Kelly then noticed Mr. Sullivan, another passenger and an older, who had been in the first boat, clinging to the tackle and endeavoring to haul them down. Two had been saved, but one dropped out of sight.

After this he had gone to the main deck, and from there to the stern. There was no water in that part of the ship. He had then gone to the hurricane deck and asked the captain for men to help in throwing the cargo overboard.

Witness, continuing, said: "It then struck me to hoist the ensign. I went to the box and hoisted the flag half-mast, and then went up the mainmast. Then I went below and came up again to see if the steamer was any nearer."

At this time witness said the water was on a level with the main deck on the starboard side. Bailing was kept up until the time the tugboat came alongside. Griffiths had then come up and said that a deadlight in the steering was open.

To Juror Maroon he said that on most steamers deadlights below the water line and those immediately above had iron shutters. Those on the Callam were, in his opinion, clearly faulty constructed.

Witness said that the Sea Lion came on board the Callam and then he was attached and the Callam towed toward Townsend. After this all assisted again in the bailing. About this time the windows of the kitchen had been broken, and water was pouring in.

ship, which was then sinking rapidly. Answering Juror Maroon witness could not tell whether the women went into the boats willingly.

In reply to Juror Oulim, he expressed the opinion that Capt. Roberts had not full control of himself. It was not usual for a member of the crew to make suggestions over the head of his commander.

Repeating to Mr. Lugin, he said that the sea got up about an hour from Townsend. The Callam behaved well. An engineer had expressed the opinion that the ship should be put about when one-tenth of the passage from Townsend to Victoria had been covered.

Some Japanese who had no passports were admitted. These were going to some place outside of the province. These were told to get on the boat as they were coming.

Witness admitted that the interpreter looked after the passports, and that, as far as he understood the declaration, a passport might be delivered to a Japanese which was not his own.

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IMPROVED METHODS OF SUPT. HUSSEY IN ADMINISTRATION OF IMMIGRATION ACT

He Advised Putting Collection of Declaration Fees into the Hands of Department.

The legislative committee inquiring into the working of the Immigration Act sat again this morning, all the members being present.

Mr. McLean, witness said, was in error in saying that he applied for this declaration in 1901. It was first applied for by A. McAlister, the owner at Vancouver, and a form was prepared for travellers and sent to the various ports.

Witness never met a Japanese who refused to take the declaration. There were about 125 or 150 of these declarations.

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declarations of Japanese that they were travellers. He never took affidavits. The Japanese was questioned as to his destination by the immigration officer.

Witness explained that the taking of the declaration was divided as well as he could among those entitled to do so. When he took office Ishii had resigned and the work of interpretation was in the hands of two boarding house keepers.

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Shawmut five, according to his record, had no passports. Witness said that his department held the passports, and an officer saw these men off.

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MORE SETTLERS FOR THE BARR COLONY TWO THOUSAND ARE EXPECTED IN SPRING

A Farmer Caught in Storm and Frozen to Death Near His Home—Eastern Notes.

Winnipeg, Jan. 18.—Thos. Tweed, president of Medicine Hat Board of Trade, has received the following letter from Mr. Wm. White, secretary of the Medicine Hat Board of Trade, tendering me the congratulations of the board on my new position.

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JAMES DUNSMUIR STILL ON CROSS-EXAMINATION WAS RESUMED

Occupied the Whole of This Morning—Proceedings—Was Closely Questioned.

When the will case was resumed yesterday afternoon the examination of James Dunsmuir by Mr. David Alexander continued.

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THE INQUEST.

Harold Jansen, of the Crew of the Callam, Gave Evidence To-Day.

At the inquest this morning Harold Jansen, one of the crew of the ill-fated Callam, was examined.



"GUESS WHO IT IS?"

Witness said that the interpreter looked after the passports, and that, as far as he understood the declaration, a passport might be delivered to a Japanese which was not his own.

HUSBAND OBTAINED DIVORCE.

His Wife Secured Decree in American Courts and Married Again.

London, Jan. 18.—Justice Jenne in the High court of justice to-day granted Major Walter Desautels Maud a divorce.

Cook's Cotton Root Compound.

Ladies' Favorite. Is the only safe, reliable medicine for all cases of constipation.

Accepts Position.

Dr. Jas. Mills, of Guelph, president of the Ontario Agricultural College, has accepted a seat on the railway commission.

Farmers' Sons Wanted.

Work in an office, 800 a month with advancement. Branch offices in all provinces. Write for particulars.

THE TIMES PRINTING & PUBLISHING COMPANY, LIMITED LIABILITY.

The Times Printing & Publishing Company, Limited Liability, was incorporated under the British Columbia Companies Act, 1878, in the month of April, 1885.

The present management of the Times was not aware that a fifteen years limitation had been placed to the life of the Company.

The predicament would have been a little awkward if the Times had had many creditors, or even one creditor for any considerable sum; that is, it might have been awkward for the creditors.

To place the business again in the hands of an incorporated company, the liquidation of the affairs of the old company became necessary.

That is the sole and only reason for the liquidation of the business of this establishment. We would have preferred that the situation had not arisen, because it gives the tale-bearer and the mischief-maker an opportunity to talk, and if they care to do so to put a wrong construction on the proceedings now being taken by the liquidator; but for other reasons we are rather pleased that a reorganization is going to be effected which will be stronger and more enduring than the old.

The above are all the facts. The Times was never so strong as a newspaper, or so independent politically or financially, as it is to-day.

HARD TO PLEASE.

Newspapers which oppose the Dominion government and which grudgingly admit that the construction of the Grand Trunk Pacific Railway is a work of necessity, and that the bargain made with the company is a good one for the country, cannot conceal their delight at every dispatch sent from Ottawa hinting that the scheme is likely to fall through.

The present government attained power had been carried back for twenty years (Canada would undoubtedly have double her present population. She would in population be a nation of the second class and in potentialities a power of the first class.

We cannot expect the opposition to forego its forlorn hope of the Grand Trunk Pacific scheme proving a failure. The correspondents at Ottawa will continue to send out to the Tory press reports of pending collapse until the locomotives have pierced the mountains and are delivering passengers and goods on the shores of the Pacific.

A LEGAL HUMORIST.

Hon. Charles Wilson, K. C., is coming on. It is strange that no one in the Legislature or out of it ever suspected the Attorney-General of being a humorist. But there is a fine vein of the subtle essence said to be the saving grace of life lying concealed in the personality of the legal adviser of the government.

The leader of the opposition, an observant man despite his quiet air of self-suppression, was evidently startled by that gleam of unexpected light, and we would not be surprised if he were now found prospecting for the precious stuff.

It is true it is no new thing for commonplace newspaper paragraphs to attempt to illumine the columns of their journals by alleged humorous references to the calmness and peace, the perfect repose, characteristic of life in Victoria.

Mr. Sloan, of Nanaimo, who was a candidate in 1900 in Vancouver district, will bear the Liberal banner in Comox-Atlin at the next Dominion election, and he will bear it to victory.

COMOX-ATLIN.

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MAYOR AND ALDERMEN.

There can be no appeal against a decision of the people. It has been deemed that Mr. Barnard shall take the helm of the municipal ship for the year 1904, and it has remained for us to congratulate the Mayor-elect upon his decisive victory and to express the general hope and our sincere conviction that as the head of the corporation he will not come short of the anticipations of the ratepayers.

The works in progress are of considerable magnitude. There is much in contemplation that should call forth capacity for initiative and execution on the part of the Mayor and council.

THE SOUND SERVICE.

It is at last an assured fact that a boat suited to the requirements of the traffic, capable of meeting all the demands of the public and of discomfiting assaults of the elements in their most boisterous mood, is to be put on the run between Victoria and Seattle.

ATTACKING INDUSTRIES.

The amalgamated organs of the provincial government seem to be in better spirits to-day. Every act to which the McBride administration has set its hand and that has not been turned into a travesty upon legislation by amendments emanating from the source from which the government derives its life (the Socialists) has met with general condemnation in the constituencies of the province.

HUMORS OF LEGISLATION.

We hope in their absorption in the grave matters that have engaged their attention during the past week the public have not overlooked the humors of the legislative situation. We have already called attention to the Attorney-General's deft treatment of the question of the proposed taking in the hope of overcoming the repugnance of the judiciary to residence in Vancouver and other places in the province.

THE DOMINION HOUSE.

The Dominion parliament will meet on the third of March for the dispatch of business. The question of session or dissolution has been disposed of. That fact will not please the opposition, one section of which has been shouting for an opportunity to prove by an appeal to the electorate that the government has lost the confidence of the country, while another has been asserting that parliament should not be dissolved on the mere whim of the ruling faction.

DR. PIERCE'S OFFERS \$500 REWARD FOR WOMEN WHO CANNOT BE CURED OF Female Weakness. THE HAND THAT ROCKS THE CRADLE RULES THE WORLD.

THE HAND THAT ROCKS THE CRADLE RULES THE WORLD.

A mother's love starts a man or woman on the right path. The right remedy at the right time fits a mother for the ordeal. Motherhood is often looked forward to with feelings of great dread by most women.

A \$500 Reward

For women who cannot be cured of Leucorrhoea, Female Weakness, Protrusion, or Falling of the Uterus. All they ask is a fair and reasonable trial of their means of cure.

Know Thyself.

Read all about yourself, your system, the physiology of life, anatomy, hygiene, simple home cures, etc., in The Common Sense Medical Adviser, a book of 1,000 pages.

We advise Premier McBride to drop the declamatory style of speaking, stop thumping his inoffensive desk, and come forth as a humorist.

Charles Wilson, K. C., says he has no hope of ever being promoted to the bench.

A remarkable thing has happened. The Colonist this morning expressed approval of an act of Sir Wilfrid Laurier!

Mr. Oliver wanted to know arbitrators were and by whom selected, and if it was a unanimous body.

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PROCEEDINGS OF THE LEGISLATURE.

FERNIE SCANDAL WAS AGAIN BEFORE THE HOUSE.

Several Amendments Made to the Tensions Act in Committee of the Whole.

In the legislature this afternoon expected debate arose in connection with the motion of J. D. McNeven for the reduction of the report of the arbitration on the Chief Commissioner's contract.

The following bills were introduced a first time and ordered to read a second time to-morrow: By Hon. C. Wilson: A bill to amend respecting Sanitary District Companies.

Government House Secretary G. Cameron: "That an order be granted for copies of all correspondence referring to the appointment of a board of arbitration."

Mr. Green said that Mr. McNeven had had no opportunity to defend himself before the board.

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VICTORIA SAVINGS SENT TO SEATTLE TO AVOID ASSESSMENT UNDER THE NEW ACT

The Board of Trade Discussed This and Other Important Subjects at Meeting on Friday.

Many subjects of prime importance to Victorians was discussed at the quarterly general meeting of the board of trade last night, which briefly might be stated as follows: A motion introduced by S. J. Pitts and carried, proposing an amendment to "The Bills of Sale Act," as introduced by Mr. Milne and passed respecting the extension of the E. & N. railway; action taken with regard to the Clallam disaster as to procuring a new Round Machine sprayer of the same design as the one which was destroyed, as also the offering of rewards for the finding of bodies from the wreck, and a notice of motion brought forward by Ronald Machin sprayer of the removal of duty on oil used in connection with smelting and the initiation of new members.

President Todd presided, and in a few well chosen words, S. J. Pitts introduced a resolution of condolence to those members of the board in mourning from the wreck which occurred in the Strait. The motion unanimously carried, and Mr. Pitts then submitted the following report, which explains itself:

"That it has made inquiries as to the acts affecting mortgages in the various provinces of Canada, and that it is of the opinion that the province of Quebec chattel mortgages are null and void, and that in the other provinces they are limited by acts passed for the purpose.

Your committee has made careful inquiries into the law as at present existing in this province, and is of the opinion that it gives opportunities for the transfer of property of a fraudulent character, or which give an undue preference; your committee believe that this state of affairs is prejudicial to the honest trader, and injurious to the business which handles large stocks with small margins, and that the province of Manitoba, meets many of the objections which have been raised to the present B. C. Act, and would therefore recommend that the government be requested to introduce legislation similar to the following sections of the said act: Section 2, section 3, amending sub-section 5, section 9, section 10, amending section 2.

The report was received and adopted, the committee being then asked to wait on the government with the request that the subject matter be passed at this session of the House.

Secretary Elworthy read a letter from the Vancouver Board of Trade, suggesting several amendments to the Bills of Sale Act, which, on motion of H. Dallas Hinkley, will be submitted with the report prepared by the local committee to the government. The motion carried.

On the suggestion of J. G. Shalloss, the report of the Victoria Board of Trade will be sent to each of the other boards of trade in the province.

The railway motion for the construction of a line via Bute Inlet was then introduced as follows:

"That whereas there is now contemplated the construction of two transcontinental lines of railroads in the northern part of this province:

And whereas it is desired to construct a line having its terminus at or near Fort Simpson, B. C., the terminus of the second line presumably will be at a more southern point, possibly at Bute Inlet;

And whereas from time to time it has been urged that a line be constructed at or near Bute Inlet in this province, a strong effort should be made to obtain an extension of the Esquimalt and Nanaimo railway to the northern part of the island, and construction of line from the East to Bute Inlet, and that the various boards of trade of the neighboring cities and towns be asked to use every means to bring about the construction of the said railroads to the various points aforesaid mentioned.

And it is further resolved, That this board of trade appoint a committee to enter into negotiations with the railway companies interested and to obtain full information on the subject, and to encourage the construction of the said railroads having terminal points as above mentioned, and the said committee report to this board as early a date as possible.

Dr. G. L. Milne, in commenting on his motion, gave a list of the charters already granted. No doubt, the speaker said, the Great Northern would be extended to Bute Inlet, and he mentioned that it had already been done by Messrs. Mans & Mann. As these railway contractors were bent on coming to the coast he thought that now was an opportune time to approach them to see what could be done towards securing a connection with Victoria. The opening up of Vancouver Island, which had been the desire of citizens of Victoria for many years, was of great necessity. He believed that the C.P.R. service now about to be inaugurated was the carrying out of part of a general plan proposed. He thought that now was a favorable time to bring some influence to bear on the federal and Dominion governments to see if something could not be done towards having the line via Bute Inlet to Victoria.

It was said that already representations had been made to the Great Northern."

After some further discussion the same committee that acted before were appointed again under the names of J. G. Shalloss and Dr. Milne added.

Dr. Milne in explaining what he meant by the word negotiations in his motion, said that the word had a broad meaning. He wanted to know what any of the railway corporations were prepared to do.

Discussion next ensued on the Assessment Act. The secretary stated that Grand Jurors and other boards had promised their co-operation in the action the Victoria board had taken.

Geo. Carter doubted if the act was better understood now than it was when the board met before. The act was already working to the detriment of the commercial interests of the province. As a case in point he told of an insurance agent who had called at his store to do business. The agent was told that the firm was reducing stocks, and was adopting a general policy of economy. The agent said that everywhere he had gone during the day he had heard the same story, and he would simply have to pack up and go home.

Mr. Carter then introduced the following motion, which was passed, and was forwarded to other boards of the province: That this board considers that the provisions adopted or confirmed in the present Assessment Act will tend to hamper trade, this board considers that the endeavor should be not to tax more than a firm's net worth and not profits or gains, and that the present Assessment Act goes beyond this in not permitting the deduction of liabilities from the gross value of stocks of merchandise, debts, etc., and in other respects, and that the board urge upon the government to amend a commission, not of an official or political character, to report upon the present Assessment Act, and to make such recommendations as may seem desirable.

Mr. Shalloss took up the subject of the tax about to be imposed on savings in the bank. He doubted if these savings could be ascertained. But if it were to be done, it would be a transference of accounts, to say Calgary. This would cost one-fourth of one per cent, so that the depositor could thus effect a considerable saving.

Mr. Shalloss also mentioned other instances of the detrimental working of the act on business. Everything possible should be done he thought to encourage those lines of business which handled large stocks with small margins, and these concerns gave employment to many. The act in this case worked prejudicially. The present assessment act was the worst of other acts.

President Todd said that he had been informed that already considerable money had been taken out of the banks here and sent to Seattle to avoid assessment. The speaker expressed how the act applied in this particular. Money in the saving banks was to be taxed one per cent, but a man who had money out on mortgage up to a thousand dollars throughout the province, and particularly for this section of it. He went on to say that the discovery of anthracite in Comox was full of possibilities for this island and the province, and that it would have a most far-reaching effect on the transportation on this side of the continent than most people could appreciate. He added that the people of Victoria and Vancouver Island should have no cause for complaint in a business sense, with such a discovery.

President Shalloss was also passed. Mr. Morley pointed out that after an inspection had been made of a vessel there was nothing to prevent certain equipment being thrown off a steamer the following day.

On suggestion of Mr. Morley the chairman appointed the following to act on a committee with respect to the formation of a Capt. Cox and Messrs. Shalloss, Cameron and the mover.

Rowland Machin next brought up the question of a re-nomination of duty on oil used in the B. C. process of smelting. He moved that Capt. Cox and Messrs. Shalloss, Cameron and the mover constitute this committee.

After Max Leiser, S. M. Okell, B. Stahardt and Edward Chapman had been elected members of the board the meeting adjourned.

ISLAND ANTHRACITE FOR HILL'S BOATS

Railway Magnate's Representative Here Confering With Mr. Dunsmuir for Fuel for Trans-Pacific Liners.

When, a few months ago, it was announced that anthracite coal of first quality had been discovered in the Comox coal fields, few appreciated the significance of the find, and the ultimate effect it would have upon the trade of Vancouver Island. But while the importance of the discovery may not have been fully appreciated locally, it has attracted the attention of the transportation princes of the continent, and the result is that a representative of perhaps the greatest railroad in the world is in Victoria to-day ascertaining the extent of the new fields, and the terms upon which the output can be acquired.

The gentleman referred to is J. D. Farrell, the continental representative of J. J. Hill, and his object in visiting this city is to make arrangements to secure from Mr. Dunsmuir a supply of coal for the mammoth liners which the president of the Great Northern system will place on the trans-Pacific service during the coming summer.

To a Times representative this morning Mr. Farrell made no secret of his plans. "I am here to make arrangements with Mr. Dunsmuir," he said, "for a supply of anthracite for our new ships, the Minnesota and the Dakota. This former, as you know, was launched some time ago, and this Dakota, we expect, will take the water about the 15th of February. For these ships we want the very best coal which can be obtained, and my negotiations with Mr. Dunsmuir so far have been most satisfactory."

"Of course the amount which can be supplied remains to be determined, but as it will not be required for some months there is ample time in which to exploit the extent of the new discovery. This is the first anthracite to be found in the West."

Mr. Farrell spoke in terms almost of enthusiasm of the outlook for the whole province, and particularly for this section of it. He went on to say that the discovery of anthracite in Comox was full of possibilities for this island and the province, and that it would have a most far-reaching effect on the transportation on this side of the continent than most people could appreciate. He added that the people of Victoria and Vancouver Island should have no cause for complaint in a business sense, with such a discovery.

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- Hen-1, M. Brinkman. Black Langshans.
- Cockere-1 and 2, Quick Bros.
- Hen-1 and 2, Quick Bros.
- Pullet-1 and 2, Quick Bros.
- Sherwoods.
- Hen-1, 2 and 3, R. M. Menzies.
- Cock-1, R. M. Menzies.
- Breeding Pen-1, R. M. Menzies.
- Brown Leghorns.
- Cockere-1, Dr. G. L. Milne; 2, S. Blackstock.
- Hen-1 and 2, M. Blackstock.
- Pullet-1 and 2, Quick Bros.
- White Leghorns.
- Cock-1 and 2, S. Y. Wootton.
- Cockere-1 and 2, J. J. Dongan.
- Hen-1 and 2, S. Y. Wootton.
- Pullet-1 and 2, J. J. Dongan.
- Buff Leghorns.
- Cock-1, C. S. Hayes & Co.; 2, Dr. G. L. Milne.
- Cockere-1, C. S. Hayes & Co.; 2, Arthur Stewart.
- Hen-1 and 2, C. S. Hayes & Co.
- Pen-1, C. S. Hayes & Co.
- Black Minorcas.
- Hen-1 and 2, M. Blackstock.
- Hen-1 and 2, M. Blackstock.
- Pullet-1 and 2, M. Blackstock.
- Rose Comb Minorcas.
- Cockere-1 and 2, H. W. Bullock.
- Andalusians.
- Cock-1, H. W. Bullock; 2, O. N. Jepson.
- Cockere-1, Mrs. Beddes.
- Hen-1 and 2, O. N. Jepson.
- Pullet-1, O. N. Jepson; 2, K. Bradley-Dyne.
- Black Spanish.
- Cock-E. B. Paul, M. A.
- Hen-E. B. Paul, M. A.
- Buff Orpingtons.
- Cock-2, Quick Bros.; 3, M. Blackstock.
- Pullet-1 and 2, Quick Bros.; 3, J. Wood.
- Cockere-1 and 2, W. H. Hadwen; 3, Quick Bros.
- Falsh.
- Cock-1, R. P. Edwards.
- Cockere-1, R. P. Edwards.
- Pullet-1, R. P. Edwards.
- Silver Grey Dorkings.
- Cock-1, D. W. Malngay; 2, K. Bradley-Dyne.
- Cockere-1, D. W. Malngay.
- Pullet-1 and 2, D. W. Malngay.
- Colored Dorkings.
- Cock-1, A. M. Howell; 2, Leo Lang.
- Hen-1, Leo Lang; 2, A. M. Howell.
- Pullet-1, D. W. Malngay; 2, A. M. Howell.
- Silver Spangled Hamburgs.
- Cock-1, W. A. Jameson.
- Cockere-1, W. A. Jameson; 2, W. A. Jameson.
- Hen-1, W. A. Jameson.
- Pullet-1 and 2, W. A. Jameson.
- Caryuga Ducks.
- 1 and 2, G. H. Hadwen.
- Indian Ducks.
- Drake-1, K. Bradley-Dyne.
- Duck-1 and 2, K. Bradley-Dyne.
- Mammoth Pekin Ducks.
- Drake-1 and 2, Annie E. Webster.
- Duck-1 and 2, Annie E. Webster.
- Pigeons.
- White Frontals-1 and 2, J. W. Maynard.
- Cinnamon Fantails-1, J. W. Maynard.
- Checkered Queens-1, J. W. Maynard.
- Silver Owls-1, G. L. Milne.
- Tumblers-1 and 2, G. L. Milne.
- Dragoons-1 and 2, J. W. Maynard.
- Checkered-1, J. W. Maynard; 2, Wm. Richards.
- Homers (blue)-1 and 2, G. L. Milne.
- Black checkered-1, G. L. Milne; 2, J. W. Maynard.
- (Checkered)-1, J. W. Maynard; 2, Wm. Richards.
- Common Rabbits.
- Duck-1 and 2, A. M. Howell.
- Doe-1, A. M. Howell; 2, Miss Reade.
- Belgian Hares.
- Duck-1, J. Roskamp; 2, A. M. Howell.
- Doe-1, A. M. Howell; 2, J. Roskamp.

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We are the largest exclusive Dealers in Boots and Shoes in the province, and carry complete stocks of every description of Boots and Shoes, Hatters, Rubber Boots, etc. etc. in each of our five large stores. Miners' Footwear a Specialty. Letters promptly and carefully filled. Write for Catalogue to orders.

The Paterson Shoe Co. Ld.

VICTORIA, B. C.

Branch Stores: Vancouver, B.C.; Nanaimo, B.C.

VOL. 34.

OILER SAYS

Declares It Was Deadlight

From Tuesday's Daily.

Seattle, Jan. 19.—J. Atkinson aboard the Clallam, proved to be a national witness to-day in the Clallam inquiry. His testimony was contrary to that of the witnesses yesterday in an apparent effort to clear Capt. Robert's attempted to lay the blame on Chief Engineer Delaney. It was also an attempt to clear up the matter which Inspectors Turner and ney, who are conducting the inquiry, made every possible effort to break Atkinson's testimony after he had made the damaging statements against Capt. Robert. Several witnesses preceded Atkinson on the stand. E. W. Heath, who built the Clallam when a good boat she was. Capt. Gibbs, agent and survivor for Sanisco underwriters, said he had examined the Clallam and thought she remarkably good boat. J. T. Hedford of the fine machinery aboard its installation. Quartermaster was recalled, and said a distress and colored lights were shown. At variance with the published statements made by other survivors. Finally Atkinson was called, making a general statement, he said he had the chief engineer notify the Clallam at 1.15 that the Clallam was in water and to come around before wind.

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General Manager Smelter Manager

NOTICE
Notice is hereby given that thirty days from date I intend making application to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following lands situated on the North Thompson River: Commencing on the east bank of the river at the upper end of the mine, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains to post of commencement. Also commencing on the west bank of the river a short distance from the trail at Dor's Meadows, thence south 160 chains, thence west 40 chains, thence north 160 chains, thence east 40 chains to post of commencement.

H. O. STEVENS,
Victoria, Jan. 4th, 1904.

CERTIFICATE OF IMPROVEMENTS.
NOTICE.
General French, Little Bobs, Baden Powell, General White, Sir James Mitchell and the late Victoria Mining Division of Renfrew District. Where located, Bugeboe Creek, Port San Juan.

Take notice that I, H. E. Newton, F. M. C. No. 87407, and as agent for R. T. Godman, F. M. C. No. 87406, intend, thirty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under section 37, must be commenced before the expiration of such certificate of improvements.

Dated this twelfth day of November, A. D. 1903.

H. O. STEVENS,
November 19th, 1903.

NOTICE.
Take notice that 90 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following land, situate on the Eckstall River, Cassiar District, more particularly described as follows: Commencing at a post marked "Martin Lines N. E. corner," thence west 30 chains, thence south 40 chains, thence east 90 chains, thence north 40 chains, comprising an island containing 80 acres more or less called Grass Island, situated 8 miles north or less from the junction of the Eckstall River with the main river.

H. P. O'FARRELL,
December 20th, 1903.

MARTIN LETNES.

of victory. Four hundred to five hundred men, stationed in the only three passes available, can defeat an army. We have all the men we actually need, for the fighting will be done in the mountains. We expect to repel the invaders without calling out all the available troops. The Indians will certainly fight on our side. The San Blas Indians are Colombian allies, and will not fight at all.

Many light cases of fever are reported to already exist in the camps of the United States marines, especially among those who have been scouting along the trails. There is some yellow fever in Panama now, but none has appeared in the camps.

New York, Jan. 15.—Authentic information from the frontier is anxiously awaited here, as the belief is widespread, cables a Panama correspondent, that the Colombians have already started to march upon the isthmus. The Panama troops are ready to leave on a moment's notice. The conscription has been completed, and 12,000 fighting men can be placed in the field. There is great bustle in the army in preparation for the shipment of rifles and ammunition to the Indians of the interior, who have agreed to join against the Colombian army. Colonel Barretto, of the Panama army, said: "We, who were Colombians until yesterday, cannot be deceived by any tactics the Colombians may employ. We are deeply grateful for the aid the Americans have given us, especially as we are now prepared to fight our own battles on land with the utmost confidence."

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CLOSING DAY OF THE POULTRY SHOW

There Has Been Competition in All Classes—Some of the Prize Winners.

(From Saturday's Daily.)

The annual show of the Victoria Poultry and Pet Stock Association at the market building is attracting crowds every day. Those who wish to see the really splendid exhibition of feathered creatures will have a last chance this evening. As stated yesterday, judging has been somewhat retarded owing to the illness of a few of the judges. It was thought that the work could be completed yesterday, but this was found impossible, and D. Cobblestick was kept busy all this forenoon. Pigeons and rats will be judged this evening, by J. Chalmers, of Salt Spring Island. A list of awards up to date follows:

Barred Plymouth Rocks.
Cock-1, J. C. Renfrew.
Cockere-1 and 2, E. Hodgson.
Hen-1 and 2, E. Hodgson.
Pullet-1, E. Hodgson; 2, J. C. Renfrew.

Buff Rocks.
Cockere-1, Wm. Hodgson; 2, R. P. Edwards.
Pullet-1, Wm. Hodgson; 2, R. P. Edwards.

White Rocks.
Cock-1, S. H. Jackson; 2, E. Hodgson.
Cockere-1 and 2, Wm. Hodgson.
Hen-1 and 2, S. H. Jackson.
Pullet-1, S. H. Jackson; 2, Wm. Hodgson.

White Wyandottes.
Cock-1, S. Y. Wootton; 2, Annie E. Webster.
Cockere-1 and 2, S. Y. Wootton.
Pullet-1 and 2, Annie E. Webster.

Silver Laced Wyandottes.
Cock-1 and 2, H. W. Bullock.
Cockere-1, H. W. Bullock; 2, Geo. C. Anderson.

Hen-1 and 2, H. W. Bullock.
Pullet-1 and 2, H. W. Bullock.

Partridge Wyandottes.
Cock-1 and 2, W. A. Jameson.
Hen-1 and 2, W. A. Jameson.
Pullet-1 and 2, W. A. Jameson.

S. C. Rhode Island Reds.
Cock-1, Geo. C. Anderson.
Cockere-1 and 2, Geo. C. Anderson.

H. C. Rhode Island Reds.
Pullet-1 and 2, R. Cecil Hall.
Light Brahmans.
Cock-1 and 2, H. Hodgson.
Cockere-1, Wm. Hodgson; 2, H. Hodgson.

Hen-1 and 2, H. Hodgson.
Pullet-1 and 2, H. Hodgson.

Dark Brahmans.
Cock-1, M. Brinkman.

YOUNG MEN, become Independent

Our School can give you a Veterinary Course in simple English language. It is a position to secure a business of his own and place you in a position to secure a business of his own. THE ONTARIO VETERINARY COLLEGE AND DISPENSARY, Toronto, Ontario, Canada.

What was the answer?" he asked.

"I don't know," responded he. "I know the ship could not be turned cause the rudder was out of order."

"How do you know the rudder was out of order?"

"Because I repaired it before. The rudder was split and tiller would slip."

"Was it out of order that day to your personal knowledge?"

"Yes, sir."

Continuing, Atkinson told of the light being broken so that it was not close. He said it had never been all the time he was aboard. He then said that on September 9, 1903, during further cross-examination of three specific times when the chief engineer notified the captain that the vessel was in danger of being lost.

As days pass without the recovery more bodies from the Clallam were as yet unaccounted for. The wreckage of the vessel was scattered in all directions. It was a terrible sight. The wreckage was scattered in all directions. It was a terrible sight.