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CERTIFICATE OF IMPROVEMENT
NOTICE

General French, Little
Powell, General White, St.
Clair, situated in the
Division of Rentfree District
Where located, Bugaboo C.
June 1st, 1903.
Take notice that I, H. E. B. thirty days
application to C. No. B7047, and as of Lands and
Godman, F. M. C. No. 100 cut and
sixty days from the date of the
the Mining Recorder for
improvements, for the purpose of
a Crown Grant of the above land, there
and further take notice that, also
der section 37, must be of the
the issuance of such a grant, the
provements, with 100 c
Dated this twelfth day of
A. D. 1903.

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TWICE-A-WEEK EDITION

VICTORIA, B. C., TUESDAY, JANUARY 12, 1904.

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VOL. 34.

JAPAN CANNOT ENTERTAIN PROPOSALS

MADE IN THE REPLY
RECEIVED FROM RUSSIA

All the Powers Are Landing Troops in
Korea—Work on New
Cruisers.

London, Jan. 8.—The Daily Mail's
Tokio correspondent learns that Russia
has made new demands which it
will be impossible for Japan to enter-
tain. The correspondent says that at
least the British bluejackets landed
at Chemulpo are expected to go to
Seoul immediately. Constant telegrams
are passing between M. Povoloff, the
Russian minister to Korea, Baron de
Rosen, the Russian minister to Japan,
and Vice-roy Alexieff.

The Daily Mail's Yokohama corres-
pondent says that the Japanese govern-
ment practically removes all hope of a
peaceful settlement.

The Daily Mail's Tokio correspondent
says that Governor Taft had a secret con-
ference with Marquis Ito this afternoon
at the United States consulate in Yoko-
hama. I understand that Governor Taft
assured the Marquis that the United
States will observe friendly neutrality
towards Japan in the event of war, and
that, if necessary, it would grant the
use of American ports in the Far East
to the Japanese fleet.

Slender Hope.
London, Jan. 8.—Special cablegrams
from Tokio printed to-day agree in be-
lieving the Russian reply unsatisfactory.
It appears that the note might have
been still undelivered, as Baron de
Rosen, the Russian minister, had not
visited the Russian legation to get it.
Slender hope is still cherished on the
fact that no ministerial conference at
Tokio is fixed for to-day.

According to the Standard's Tokio cor-
respondent an increasing number
ships are being requisitioned daily
as transports.

The correspondent of the Daily Mail
at Tokio reports, on the authority of
the newspaper Chun, that one Japanese
had been murdered near Port Arthur,
and that four others have been seriously
injured, but no details are given.

Japan's New Ships.
Genoa, Jan. 7.—Fervent anxiety is
felt at the prevailing sentiment at the
Japanese warships Nisshin and Ka-
suga, formerly the Argentine Republic's
cruisers Hivado and Moron.

A detachment of 120 men in charge of
ten British officers will reach here to-
morrow to take charge of the two fight-
ing machines, and it is hoped that they
will be nearly in readiness to proceed
to sea on their arrival.

It is the present plan of Col. Kurada
Tosuke, the Japanese attaché at Rome,
to have them sail for Japanese waters
not later than Friday. He has
heard a rumor that two Russian battle-
ships were in the neighborhood of the
cruisers in case of war and either sink
or capture them.

The men picked to transfer the war-
ships to Japan are all fighters. It is ex-
pected the Japanese government, in the
event of war being declared before the
two new cruisers reach Japanese waters,
will dispatch a couple of its fastest
armor-clad ships by way of the Suez canal.

As both the new ships have a speed
capacity of twenty knots, and are ex-
pected to exceed that speed, it is ex-
pected they can show a clean pair of
heels to anything that may pursue
them.

Russia's Reply.
London, Jan. 8.—The text of the Rus-
sian reply to Japan's last note has been
received at the Japanese legation here.
It will be presented to the foreign office
later in the day by Minister Hayashi.

At the legation, the opinion is held
that the reply is opposed to the main
Japanese contentions, and it is thought
that negotiations will be broken off.

Minister Hayashi said to a representa-
tive of the Associated Press: "After
reading the reply, all that I can say is
that the hope for a peaceful settlement
is growing less and less. The conditions
are very grave."
Japan has decided not to buy the
Clallam warships, which negotiations
had been started. At the legation it is
said that the ships bought recently from
Argentina are expected to sail to-day for
the Far East by way of the Suez canal.

The British home fleet left Portsmouth
this morning for the Spanish coast after
having been reduced to full capacity. The fleet
will thus be in readiness to replace the
Channel squadron in the event of the
latter being required to fill up vacancies
in the Mediterranean squadron, should
vessels be ordered thence to the Far
East.

A special dispatch from Tokio, under
to-day's date, after recording the arrival
of the Russian reply, adds: "Diplomacy
has not said its last word and there are

still hopes that hostilities may be avert-
ed. At the Russian legation it is an-
nounced that the negotiations continue."

Working For Peace.
London, Jan. 8, 5.17 p.m.—The Rus-
sian ambassador, Count Benckendorff,
and the Japanese minister, Baron Hay-
ashi, visited the foreign office this after-
noon and had half an hour's conversa-
tion with Lord Lansdowne, to whom the
text of the Russian reply to Japan was
communicated. The British government
is continuing its efforts to maintain the
interests of peace.

French Still Hopeful.
Paris, Jan. 8.—6.35 p.m.—The Associ-
ated Press learns that in the opinion of
the French government there is still a
chance of avoiding a conflict between
Russia and Japan as a result of a con-
cession made by Russia in her last note.
The dispatches which have come to
Paris from all quarters to-day have been
most pessimistic.

Proposed Mediation.
Washington, Jan. 8.—The Far Eastern
situation was discussed at the cabinet
meeting to-day, special consideration being
given the movement of the Asiatic
squadron, which it is desired shall be
shaped as to emphasize the absolute
neutrality of the United States in the
event of hostilities between Russia and
Japan. After the meeting it was an-
nounced that Evans would be cabled
Rear-Admiral Ogers upon his arrival at
Guam to-morrow to proceed thence to
Subic Bay, it being desired that the
American navy shall observe "good sea
manners" by not going to Japanese or
Russian waters just now.

Representative Styerden (Democrat) in-
troduced a resolution in the House to-day
requesting the President to tender the
good offices of mediation of the United
States to Russia and Japan. The resolu-
tion also requests the President to
reminde Russia and Japan, in ac-
cordance with The Hague peace conven-
tion, that the permanent court of arbitra-
tion is open to them.

British Troops Ready.
Hongkong, Jan. 8 (bulletin).—A de-
tachment of 250 men of the Sherwood
Foresters, Nottinghamshire and Derby-
shire, forming part of the garrison of
Hongkong, has suddenly been warned to
be ready for active service. The destina-
tion of the troops has not been divulged.
The authorities refuse all information on
the subject, but it is presumed the troops
are going to Peking or Seoul. The de-
tachment is ready and the transport has
been arranged.

Called Back to Japan.
Los Angeles, Cal., Jan. 8.—By the end
of this month over 1,000 Japanese will
have gone back from California to Japan,
having been called to go by an edict of
the Japanese consul.

War Rate.
Seattle, Jan. 8.—A local marine insur-
ance house has received instructions
from Lloyd's to make immediately opera-
tive a war rate of 10 per cent. on all
Russian and Japanese vessels leaving
this port.

Would Intervene.
New York, Jan. 8.—Nearly all persons
here take a view that Japan's conduct
towards Russia is that of a naughty
child, cautions the St. Petersburg cor-
respondent of the Herald. She is constantly
being told in the press not to be so fool-
ish, not to waste money in the impossi-
ble task of fighting Russia and so on.

In a long article upon the alleged folly
of Japan's pretensions, the Gazette says:
"What can she do to hurt Russia? She
must take one of her strong fortresses,
say Port Arthur, but she would require
times more military force than she
could ever bring to bear to accomplish
such a feat."

We think, however, England and Amer-
ica will intervene to prevent Japan
from taking any such mad step as that
of making war upon us."

MAN BURNED TO DEATH.
Three Lamp on Floor and Fell Into
Blazing Oil.

Montreal, Jan. 7.—Alex. Stomov
was burned to death to-night. He became in-
toxicated and went to his home on St.
Ellis street and demanded money from
his mother-in-law with which to continue
his debauch. She refused to give it to
him, whereupon he threatened to smash
everything in the house. He began by
breaking a large lamp, which he threw
to the floor, falling at the same time
into a mass of blazing oil. When re-
sponding to the cry, all that he could
do was to huddle himself under the
table. He died in a short time. The mother-in-
law was also slightly burned.

The Manufacturers.
Toronto, Jan. 7.—The Canadian Manu-
facturers' Association to-day issued a
report showing that 434 manufacturers
in different parts of Canada are pre-
pared to give employment to 4,431 peo-
ple, including 1,758 men, 1,089 women,
1,167 girls and 417 boys.

Candidates.
Winnipeg, Jan. 7.—The Liberals of Al-
berta to-day nominated Norman
Kenzie, of Macleod, as candidate for the
Commons. Calgary Liberals re-elected
Dr. C. J. Stewart. Winnipeg Conserva-
tives meet on January 14th to name a
candidate for the Commons. Mackenzie
Conservatives meet at Yorkton on Janu-
ary 22nd. J. S. Ayre, formerly member
of the Manitoba legislature, was nomi-
nated by Freeholders Liberals to fight
to oppose Lariviere, Conservative.

STEAMER CLALLAM FOUNDERS AND FIFTY PEOPLE PERISH

All Women and Children Were Drowned By the Capsizing of Boats After Leaving the Vessel.

Victoria was stunned to-day by the tid-
ings of a marine disaster which stands
with the Pacific Islander and Condor
horrors as the most heartrending in the
history of the Northwest seas.

During the early hours of the morn-
ing, within a comparatively few miles of
this city, the steamer Clallam, which
plied between here and the Sound, was
sashed to destruction by the wind and
sea, and upwards of fifty lives were
lost.

This was the terrible culmination of a
frightful battle with the elements which
began yesterday afternoon off Discovery
Island. Although it was known that
the Clallam was in a sore predicament,
it was expected that the strenuous efforts
exercised during the night would be suc-
cessful, and the steamer and her precious
freight taken to some friendly shelter.

But alas that hope was vain.
Like a bolt from the blue came the
brief message which carried grief to
every heart and plunged the city into
the deepest gloom.

The first intimation of the catastrophe
was received at Port Townsend about 9
o'clock this morning, when the tug Sea
Lion arrived there with twenty-five sur-
vivors.

The story gleaned from them was that
owing to the terrific southwest gale and
the tremendous sea the Clallam became
unmanageable off Discovery Island yes-

terday afternoon. The heavy seas broke
in the dead lights and the vessel began
to fill. All the women were placed in
three boats, and their unfortunate occu-
pants are believed to have perished.

The tug Richard Holyoke, which left
Port Townsend at 7 o'clock in response
to a message from this city, picked up
the ill-fated Clallam in the Straits, and
started to tow her to safety. Unfortun-
ately the condition of the steamer be-
came such that the hawser had to be cut,
and the captain and crew of the tug de-
voted themselves to the rescue of the
passengers. The tug Sea Lion also came
along and assisted in the rescue. The
steamer shortly afterwards foundered off
Smith Island.

As far as can be learned at the time of
writing, when the Clallam left Port
Townsend, her last point of call, there
were eighty-six souls on board, of whom
fifty-three were passengers and thirty-
three captain and crew. Of these it is
estimated that thirty-three were saved.

As already stated those on board the
Charmer last evening saw no signs of the
ill-fated Clallam on their way down.
Capt. Tromp, superintendent of the C.
P. R. fleet, when seen by a Times rep-
resentative this morning, said: "No ve-
hicle was seen on the Clallam. I was on
board the Charmer, and with the captain
and look-out man was in the wheel
house. We kept a sharp watch through-
out the trip, but saw no indication of a
steamer in any direction. The weather

was rough, although the night was quite
clear, the stars being visible. The
Charmer has made trips in much worse
weather than that which prevailed in
the Straits last night, but in the Gulf it
was exceptionally bad. The tide was at
the flood and very strong, so a steamer
would drift at a considerable rate. I
was told by the agent that when he last
saw the Clallam she had a couple of
sails out, and efforts were being made to
steer her."

The second boat fared better. There
are none absolutely sure that this boat
went down, although it is generally
supposed such is the case.

The third boat shared the fate of the
first.

The men of the Clallam's crew manned
these boats and were lost with the wo-
men and children.

The last boat contained a number of
men, as there were no more women left.
After that the attention of those re-
maining aboard was bent on keeping the
steamer afloat. Three gangs of bailers
were started, the passengers working as
hard as the crew. He says they man-
aged to keep the vessel even for a long
time and all had hopes for the best."

There was no party, everyone realising
the seriousness of the situation, getting
down and doing his level best to keep the
vessel afloat.

At 10 o'clock, or a little later, the tug
Holyoke came in sight. She lost no time
getting to their assistance and got a line
aboard and took the Clallam in tow.
She made fair headway, but the seas
were running fearfully high and the wa-
ter began to gain on them fast, the seas
washing in through many openings.

Previous to this they had got rid of the
oil to lighten the vessel.

Shortly after midnight the Sea Lion
arrived.

A half hour or so later the Clallam
went on her beam ends and began sink-
ing rapidly. There was no chance to
save the vessel and the Holyoke cut
tows and started picking up men, as did
the Sea Lion.

The Holyoke took seven men from the
pilot's bridge.

One man was picked out of the sea
where he was clinging to a plank, by
Mate Hickman and a deckhand, who
launched a boat.

Capt. Roberts, of the Clallam, is among
the saved, and so are the officers who
stayed by the vessel till the last.

Capt. Roberts thinks he had 53 pas-
sengers, and the crew numbered 22.
Of this number but 31 are accounted for,
these having been brought by the
tugs.

The individual list of the tugs would
indicate that there were more saved,
but they have not yet been located here.

The tugs remained about the scene
till daylight. The Holyoke reports see-
ing part of the upper works adrift, but
the hull was gone.

and he took them outside and they at
once realized what he meant. The water
began pouring into the steamer a few
minutes after that, and the boats were
lowered with orders from the captain
that none but women and children go in
them, until all of these had been taken
care of.

The first boat foundered almost as
soon as it struck the water, and none
were saved.

The second boat fared better. There
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went down, although it is generally
supposed such is the case.

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minutes after that, and the boats were
lowered with orders from the captain
that none but women and children go in
them, until all of these had been taken
care of.

Several Well-Known Victorians Among the Lost—Survivors Tell of Last Night's Disaster In the Straits.

A fleet of powerful tugs was dispatched
from here to render assistance.

The Richard Holyoke, in command of
Captain Robert Hall, was the first to
reach the Clallam, which had by this
time careened partly over on the in-
rush of water, which had put the en-
gines out of commission. The Holyoke
reached the Clallam about 11 o'clock
and endeavored to tow her, but the ves-
sel was so heavily listed that it was im-
possible to get her alongside.

At 1 a.m. the Clallam took a heavy
list, and those remaining aboard were
compelled to climb up the side to safety,
finally reaching the roof of the pilot
house.

The Holyoke's crew proved themselves
of the right mettle, for without a mo-
ment's hesitation the tug's boats were
lowered and the work of rescue com-
menced.

About 1.30 a.m. the tug Sea Lion,
Capt. Munter, arrived, and her men re-
ndered valuable assistance.

Before all of the struggling people had
been taken off, the Clallam commenced to
break up, and soon after went down
leaving a swirling eddy in her place on
the waves.

All possible assistance to the rescued
people was given by the two shipsma-
sters and their crews, and the tugs hur-
ried here, arriving at 10 o'clock.

The passengers surviving and the re-
mains of the crew took passage on the
Dirigo, bound for Seattle.

W. H. Grimes, of Redmond, Wash.,
a laboring man, was aboard the Clallam,
bound for Victoria, and gives a concise
statement.

"The weather was pretty rough," he
said, "but I rather enjoyed the motion,
and had no suspicions of danger until
some one forward said something about
life-preservers. I went forward to inves-
tigate, and then learned that a port had
been stove in, and that the Clallam was
making water rapidly."

"The boats were promptly manned and
launched with all success, the conditions
would permit, and then the women and
children and such passengers as desired
to leave were placed in them, competent
crews being in charge.

"They were made off from the steamer suc-
cessfully, but one after another capsized,
and we were helpless to render them any
assistance. They simply drowned be-
fore our eyes."

"In the meantime the crew and passen-
gers were busy bailing and trying to stop
the leak, but without any success. The
bailing was kept up, however, and soon
we were overjoyed to learn that a big
tug had passed by and was towing us
towards Seattle."

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indicate that there were more saved,
but they have not yet been located here.

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minutes after that, and the boats were
lowered with orders from the captain
that none but women and children go in
them, until all of these had been taken
care of.

clial to the Times, the names of Captain
Thompson does not appear. It is there-
fore a matter of doubt whether or not he
was among the victims. Capt. Thomp-
son has lived in Victoria for many years.
He is very popular personally, and has
been prominently before the public in his
work as an engineer and surveyor with
mining companies on Vancouver Island
and other enterprises. His many friends
have hopes therefore that he may have
been saved if aboard.

Miss Diprose is a sister of Mrs. W. L.
Challoner, of this city. She has been
studying to become a nurse in the hos-
pital at Tacoma.

R. Turner and wife were residents of
Victoria, the former having been em-
ployed here as a street car conductor on
the Spring Ridge run. He had been in
the E. C. Electric Railway Company's
service for the last three years. He and
his wife had been on a visit to friends
in Seattle. Mr. Turner came here from
Los Angeles about three years ago, and
was married in Victoria about 18 months
ago.

Miss Annie Murray, one of the young
ladies aboard, was a member of the St.
Andrew's Presbyterian church choir, and
a daughter of William Murray, North
Park street. The young lady was a
milliner in the White House, and has a
number of brothers and sisters living
in this city. She had been over to Seattle
visiting a sister, Mrs. E. Burns, and at
the time of her return home.

Homor Swaney has frequently visited
the city in connection with mining prop-
erties. He was the prime promoter of the
Ironside steel works, and more re-
cently organized a company in Seattle to
extend the smelter and erect iron works
at Seattle. He had iron properties on
the West Coast, including the Sarita and
Copper Island properties.

N. P. Shaw was a well-known Victo-
rian. He was the head of N. P. Shaw
& Company, of this city, a firm which,
until recently, held the contract for sup-
plying meat to Dawson, which owns and
has just opened up a mine on the West
Coast of this island, and which owns and
operates the steamer Venture. He was
a son-in-law of O. H. Lugin, of this city,
and leaves a widow and child to mourn
his loss.

Mrs. A. J. C. Galletly and Miss Galle-
tely are the wife and daughter of A. J.
C. Galletly, manager of the local Bank
of Montreal. They had been spending a
short time at the Green River springs.
Mrs. Galletly having been somewhat
run down in health as the result of a
severe cold.

Captain Thomas Lawrence was the
master of the steamer Scotia, which
plied on Atlin lake during the past sea-
son. He was a resident of Seattle, Wash.
He was a married man, Mrs. Lawrence
is now a resident of this city. Prior to
engaging in steamboating in the north,
Captain Lawrence was for a number of years
engaged by the C. P. N. Company,
and previous to this again held command
of the tugs Lorne and Pilot. He was
about thirty years of age.

The late Mrs. W. C. Gibbons, the
newly appointed organist of St.
John's church, who was to officiate to-
morrow. Mrs. Gibbons was formerly or-
ganist in a Tacoma church, where he
was also director of a choral society.

T. Sullivan was a mining man of
Mount Sicker who had been to the
Sound on business.

W. C. Roodledge, another of the
drowned, was well-known here. He was
a painter in Tacoma.

George J. Jeffs, who is among the
reported lost, is well known in Victoria.
He was about 22 years of age, and came
here about three years ago from Tac-
oma. His father, William John Jeffs,
is foreman at the B. C. Market, Govern-
ment street, and residing at 132 Port
street. He leaves, besides his father and
mother, four brothers and one sister.
One of the brothers is in Oregon and an-
other is in San Francisco.

Freight Clerk Lockwood, who has
acted in that capacity on the Clallam
since that steamer was put on the Seat-
tle-Victoria run, is well known on the
merchants of the city. He was
about 40 years of age, and leaves a wife
and two children in Seattle. Mr. Lockwood
was formerly connected with the steamers
Olympia and Majestic.

NOTES.
Some fears were entertained about the
city that some of the members of the
legislature on their way to take part in
the proceedings at the opening next week
might be on board. Among these were
Hon. R. F. Green, chief commissioner
of lands and works; J. A. Macdonald,
of Rossland, the leader of the opposition,
and J. A. Fraser, of Grand Forks. The
list includes none of these, so that they
were assuredly not aboard the vessel.

Among those saved was Archie King,
son of A. King, prooferder on the

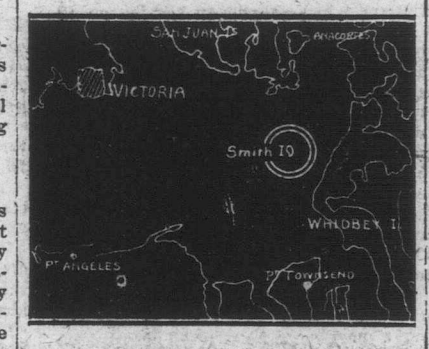


DIAGRAM OF STRAITS.

Or the Loss of the Clallam—There Was
No Panic Aboard.

Port Townsend, Jan. 9.—The Clallam
left this port at noon for Victoria and
proceeded in the teeth of a heavy gale.

The steamer reached to within eight
miles of its destination, when the heavy
seas stove into the vessel. The fires
were put out in a short time and the
well known ste

Times and a cabin boy on the steamer. His father received a telegram this morning announcing his safety and saying that he would be over as soon as possible.

Dick Griffiths, son of J. Griffiths, of Fort street, was one of the crew saved. Chief Engineer Delaney, of the ill-fated steamer, an Messrs. Dancy, the mate, and Watson, the steward, have not been heard from, and it is not known at the time of going to press whether they are among the lost or saved.

When last seen by Victorians yesterday, the Clallam had her two sails set and was standing in a southerly direction from Trial Island. In the night many anxious inquiries were made of those who reside on promontories in the city as to whether her lights were visible. Some could discern two lights, which appeared to be on Trial Island, while others were only able to make out one in the gloom. Whether these belonged to the Clallam or one of the craft known to her it is not possible to say.

The steamer Rosalie left Townsend at 1:30 this afternoon with the survivors, and is due about 4:30.

The Rosalie will make a special trip to Port Townsend for the accommodation of Victorians who desire to go over to identify the dead.

THE DETAILS OF THE TRIP OF THE VESSEL TO TRIAL ISLAND AND HER DRIFT.

The gale responsible for the Clallam's misfortune started to rise at twenty minutes to twelve. It was what is known at the meteorological office as an ocean storm, and swept in from the east, attaining a velocity of 48 miles an hour and an average of 26 miles an hour. The tide in the straits was running out at the time, and as a result great seas were thrown up and the elements looked wild. Early in the afternoon E. K. Blackwood, the agent of the ship, became anxious about the vessel. From the top of the Drayton building he could see the vessel coming along through the mountainous waves, apparently making good headway. He watched her for some time, until the steamer had reached a point about five or six miles off Trial Island. Here something seemed to go wrong. The steamer dropped over on her side and the light glinted on her windows. For a moment she came to what appeared a standstill. She rolled badly, and onlookers could almost see her bottom. The ship sailed immediately hoisted and the ship, turning about, appeared before the gale and soon disappeared to view. Mr. Blackwood hastened to the Dalles and immediately telegraphing, if possible, something further of the disabled steamer. Falling in, this he hurried to a telephone to secure a tug. Some time later he saw the steamer, but there was none to be found. There were small tugs in port, but none willing to face so strong a gale. The D. S. Quader was out on commission and could not be sent out on a special notice; the government tug Princess was not large enough for the task; the Algon was out at the Cape, and the Albion was out at the Dalles. The Clallam was found at the last moment to have not sufficient ballast in her to ride the boisterous sea prevailing in the straits.

Mr. Blackwood then turned his attention to Port Townsend and Sidney. From the latter point the Iroquois was dispatched. The ship sailed away towards San Juan Island as far as Cattle Point, but nothing could be seen of the missing steamer, although the wind should have carried her in that direction. The Iroquois was then headed in the vicinity of Smith Island, only to meet with the same luck, and she returned to Sidney at 11 o'clock without any news whatever of the ill-fated craft.

From Port Townsend a reply came that the Richard Holyoke and the Sea Lion, of the Puget Sound Turbot Company, were on their way out at 9 o'clock. By this time, however, the gale had begun to subside, and at 9 o'clock the velocity of the wind, as recorded at the meteorological office, was only twenty-four miles an hour. "There was still no news of the missing steamer, however, and Victorians were becoming very much alarmed. When the Charmer arrived inquiry was made aboard if anything had been seen of the Clallam. The Vancouver boat, it was thought, might have caught a glimpse of the Clallam's smoke, and when it was learned that she had not and that she had a very rough trip down from the Terminal City, it became necessary for the Clallam to be searched. As it was found that it was necessary at the time to send out the Charmer, as having learned that the Puget Sound tugboat had gone out in quest of the missing steamer he could not see what extra service the Charmer could have rendered that would be of any benefit. Steamer Maude, belonging to the B. C. Salvage Company, was dispatched to search for the vessel. Mr. Blackwood instructed Mr. Bullen to send her to the assistance of the vessel, but the owners of the Maude finally decided that the sea was too heavy for her to live in. She finally went out and cruised about the straits till 3 o'clock in the morning, the gale having moderated, but found no trace of the steamer. At 9 o'clock the Unattila arrived from San Francisco and reported having seen the lights of some vessel at a great distance heading presumably for the American side, but of course could not tell whether or not it was the Clallam. And thus the night passed without a single bit of satisfactory news of the boat which had so mysteriously disappeared.

THE CLALLAM. She Was Launched in May, and Two Months Later Entered the Sound Service. The Clallam entered service on the Victoria and Seattle run on the 4th of July last year, and has been on the route continuously ever since. She was a brand new vessel when she took the run. She was built in Tacoma by E. W. Heath, who built the Majestic, and she was launched in May last. She cost \$80,000 to build. She was a full upper-cabin passenger steamer, 108 feet over all, 32 feet beam and 17 feet molded depth. Her keel was laid January 15th. She had forty-four state rooms all told, and was said to be commodious. She had a compound engine of 800 horse power, capable of an average thirteen-knot speed. She was a Tacoma product from stem to stern, the

lumber for her complete construction having been supplied by the St. Paul & Tacoma Lumber Company. In appearance the Clallam very much resembled the well known Majestic, in conjunction with which she operated. The Clallam and Majestic were steam that in that around her state rooms on the passenger deck was a promenade extending all around the house. Her stack was also more centrally located, and altogether she presented a more bulky appearance. The Alaska Steamship Company, of Seattle, which owned the vessel, had not intended keeping her on the Victoria run longer than the spring months, by which time a more speedy steamer, now building for that service, would be completed. This vessel is well advanced in construction and, with the Majestic, was to maintain a "Victoria service" this coming summer. The Majestic until lately has been running in conjunction with the Clallam on the Victoria route, but has been laid up for alterations, including an enlarged hull. The Clallam stood out of the water, but having a spacious hold for freight also had a good hold in the water when loaded. Of late, however, she has been carrying little cargo, and would seem, judging by her experience and behavior in yesterday's sea, that she had very little cargo on board. Her passenger accommodations were situated nearly all on the upper deck, there being below this a freight deck and a hold for cargo beneath this again.

It is understood that the Clallam was fully insured.

PASSENGERS LOST. MISS LORENE HARRIS, Spokane. MISS ADRIAN, Seattle. MISS MURRAY, Victoria. MISS A. J. CALLETTY, Victoria. MISS GALLETTY, Victoria. MISS S. E. BOLTON, Albert B. U. MISS ETHEL D'ROUSE, Tacoma. MISS CHARLES COX, Ladysmith. MISS GILL, San Francisco. MISS HENKOLD, Seattle. MISS T. L. SULLINS, Mount Sicker, B.C. MISS H. W. LAPLANT, Friday Harbor. MISS R. TURNER, Victoria. MISS LENORE RICHARDS, Mount Sicker. HATTIE MOORE, Seattle. Three children of Mr. and Mrs. T. L. SULLINS, Seattle. One child of Mr. and Mrs. H. W. Laplant, of Friday Harbor. CAPT. LIVINGSTON THOMPSON, Seattle. CAPT. TOM LAWRENCE, THOMPSON, GEORGE J. JEFFES, Victoria. N. P. SHAW, Victoria. MISS A. W. THOMPSON, Tacoma. GEORGE HYSON, Residence not known. A. VALDEMEER, Residence not known. GUY DANIELS, Kansas City. W. B. GIBBONS, Tacoma, not known. CHARLES THOMAS, Residence not known. C. H. JOY, Residence not known. J. BURNEY, Residence not known. E. W. CAMPBELL, Tacoma. W. B. GIBBONS, Tacoma. G. A. PRINCE, Kansas City. W. B. GIBBONS, Tacoma, not known. ED. LENNON, Residence not known. W. CLURETT, Residence not known. C. F. JOHNSON, Portland. EUGENE HICKS, Friday Harbor. PETER LARSON, Helena, Customs Inspector. R. TURNER, Victoria. CHARLES GREEN, Victoria. HOMER M. SWANEY, Seattle. BRUNO LEHMANN, Tacoma. Customs Inspector. CREW LOST. C. LOCKWOOD, Victoria. Freight clerk. JAMES SMITH, Seattle. First assistant engineer. CHARLES MANSON, Seattle. Stevedore and acting second officer. R. LINDBOPE, Seattle. Seaman. JOSEPH JEWELL, Victoria. Saloon watchman. ALEX. HARVEY, Seattle. Messman. ROBERT CURRIE, Victoria. Assistant stevedore. HARVEY SEARS, Victoria. Seaman. AICH. GEORGE HUDSON, Victoria. Walter. W. H. GRAMES, Redmond. LESTER W. DAVID, Blaine. H. D. HANEY, Fremont. S. E. BOLTON, Alberta, B. C. ISAAC HEWETT, Vancouver Island. R. CASE, Vancouver Island. E. F. FERRIS, Travis City, Mich. J. SWENEY, Friday Harbor. THOMAS SULLINS, Mount Sicker, B.C. WILLIAM KING, Orcas Island. JOHN B. DAVIES, Seattle. CHARLES G. BENNETT, San Francisco. THOMAS MORRIS, Durham, England. H. W. LAPLANT, Friday Harbor.

CREW SAVED. GEORGE ROBERTS, Seattle; captain. S. A. DE LAUNAY, Seattle; chief engineer. G. C. FREER, Seattle; purser. F. W. DOHNEY, Seattle; first officer. J. R. WELTON, Seattle; chief steward. A. MEYER, Seattle; quartermaster. H. ARNOLD, Seattle; quartermaster. R. GRIFFITH, Victoria; seaman. J. JEFFRIES, Seattle; seaman. MRS. REYNOLDS, Seattle; seaman. H. JOHNSON, Seattle; seaman. ED. PARKER, Seattle; oiler. J. PATLOCK, Seattle; fireman. JAMES CALDWELL, Seattle; porter. A. KING, Victoria; waiter. W. JONES, Seattle; waiter. TOY LOOK, Seattle; chief cook. TING HUNG, Seattle; second cook. CHIN KING, Seattle; steward.

BODIES IDENTIFIED. (Victoria.) MISS DIPOSE, Seattle. MISS HARRIS, Seattle. MISS GALLETTY, Seattle. MISS SULLINS, Seattle. MISS HENKOLD, Seattle. ALEX. HARVEY, Seattle. HATTIE MOORE, Seattle. (At Port Townsend.) CAPT. LIVINGSTON THOMPSON, Seattle. W. B. GIBBONS, Tacoma. EUGENE HICKS, Friday Harbor. C. F. JOHNSON, Portland. GEORGE HUDSON, Victoria.

It will be a long time before Victorians recover from the horror with which the news of Friday's dreadful marine disaster filled them. Additional particulars, and the recovery of bodies along the

shore and in the waters just outside the city, have intensified the gloom which has enshrouded the city. The information which continues to come in throws more light on the various aspects of a situation which in local history is unparalleled. The lifeboats in which were placed the women and children were launched about four o'clock in the afternoon when only a few miles separated them from the shore. The survivors managed to keep the steamer afloat eight or nine hours after that, but it was a terrific battle with the elements they waged, and relief from the tugs came just in time.

As far as the Times can learn at present the list of casualties numbers fifty-three, and efforts to recover the bodies are unremitting. The straits are being patrolled by the fishing, tug and craft of various description, and every part of the expanse between this island and the territory on the other side will be searched. So far eight bodies have been brought to Victoria, and of these all have been practically identified. This morning an inquest was opened and three bodies were formally identified, after which an adjournment until Wednesday was taken.

Yesterday in all the churches Friday's calamity formed the subject of impressive addresses by the officiating clergymen.

LAWRENCE'S BRAVE FIGHT. He Had Charge of the First Boat Lowered—His Struggle for Life. L. Meyers, quartermaster on the ill-fated steamer Clallam, was among the heroes of the day. He was the first to be seen in the water, and in describing his experience, he said: "We left Port Townsend about 12:10, and when rounding Port Wilson we ran into a hall storm and a very strong wind. We ran along until we got about abreast of Protection Island, where the seas started rolling up high and the steamer was jumping the highest I ever saw her off Dungeness in the tide rips. We were about three-quarters of an hour getting through them. "After proceeding along the course for awhile, Chief Engineer Delaney came on deck to the pilot house and told Capt. Roberts that he would have to swing away from head of the sea and run before the sea so that he could stop up the deadlights to keep the water from coming in. "The water by this time had been pouring into the hold through the deadlight on the port side in the engine room at a rapid rate, and I presume had gained about two feet in the water. Blankets and quilts had been secured to stop up the opening, together with braces and boards, but without success. The water was coming in through the engine room, and in a calm sea was about three feet above the water line. "The engineers were fighting with this mass of water to prevent them entering the ship, but despite all efforts the water was gaining. Three boats were lowered, and the men stayed by their posts in a most heroic manner. The first officer who went below to help out the staff in the engine room, was unable to get a small pump so that he could work at the deadlight, and after heroic efforts all hands succeeded in getting a hole in the port hole and tied it to another pipe. "By 3:30 or 3:45 the water had reached the waists of the men, and was slushing about in a terrible manner. 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THE WRECK OF THE CHALLAM.

At the time of writing it is not clear whether direct responsibility rests upon anyone for the melancholy marine history of the Northwest.

The Challam is wrecked; many homes are in mourning under circumstances which must intensify grief almost beyond the point of human endurance.

Last night was not an exceptional rough one. There was apparently a combination between the elements and unsuspected weaknesses in the structural formation of the ship, the result being a terrible disaster.

There is little satisfaction in the thought that if the craft had been larger she would have been able to withstand any wind and to successfully encounter every sea that runs in the straits.

In the midst of our grief at the thought of the untimely and terrible end of so large a number of people, there is comfort in the thought that there was ground for the first suspicion that the mule passengers and crew of the Challam temporarily forgot their manhood and thought first of saving their own lives, leaving the weaker portion of the company to look after their personal safety.

It undoubtedly seems extraordinary that when the doomed vessel was in sight of Victoria, but too evidently in dire distress, that from this city of almost multitudinous craft of all descriptions no hand could be effectually stretched forth to save.

VICTORIA WEST'S GRIEVANCES.

This is the season when Victoria West's expectations run high. The various municipal candidates are ready to promise all things and the gatekeepers of the suburb with legitimate grievances hope for all things.

And yet the various grievances are susceptible of settlement if they were but assailed with spirit and determination. The road dispute and the sulphur fumes are somewhat too subtle in their nature for people of ordinary mental penetration to grapple with and overthrow, but a school building might be erected if the representatives of the district were to manifest sufficient earnestness of purpose, and sewers are bound to be laid in course of time, now that an automatic system of providing the funds has been put in operation.

The result in the Commonwealth seems to prove that under constitutional forms of government third parties have a seriously disturbing effect. If Premier Deacon remains in power we suspect it will be at the will of the Labor party, and upon the wisdom and moderation of the members of that party the Australians must rely for a time.

Let the representatives of the western division of the city assail her grievances singly and with determination, directing their assault upon one wrong at a time, and before the advent of another municipal contest the list of subjects for discussion should be considerably reduced.

cial government to settle that controversy in short order. The Dominion government has reached a conclusion satisfactory to the Indians. All that is wanted is compliance with those terms by the province.

WHAT WILL WILLIAM DO?

The world should be filled to-day with all the joy it is capable of containing, considering that the shadow of the destroying angel hovers over the earth.

We have always stood uncovered in wonder and admiration when His Imperial Majesty broke forth in a new rhapsody, displaying talent of an unsuspected character. But the various displays were mere decorative devices in his many-sided disposition.

JAPAN AND HER NEIGHBORS.

It is perhaps fortunate for the world from the point of view of some it may be considered unfortunate—that there is generally some great, momentous event pending, or in process of enactment, to keep at a distance the dreadful, depressing spirit of ennui, that enemy of mankind which tempts to suicide and all sorts of reckless escapades.

A MINTOSH RESURRECTION.

The Conservative convention held at Nelson Wednesday nominated Mr. Chas. McIntosh, presently of Rossland or Vancouver, recently of Regina, and formerly of Ottawa, as the candidate of the party in Kootenay for election to the House of Commons.

The interest felt by the world in the pending struggle might as well be candidly admitted. It knows fairly well from past experience what Russian troops are capable of in the field under conditions which are of the past.

Then the fighting value of modern ships of war has yet to be demonstrated, at least to the great masses of the people who are excluded from the conning tower, the bridge, the turret and the engine room when experiments are under way.

REFORM MAY BE DEMANDED.

In the absence of information to the contrary, we suppose it is safe to assume that the government of the Austrian Commonwealth has not been changed, although it is in a minority as compared with the two parties which opposed it in the general elections.

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THE ORGANIZER'S WORK.

The Nelson Tribune says: "As Robert F. Green, of Kaslo, is drawing \$5,118.50 a year and travelling expenses from the province of British Columbia as Chief Commissioner of Lands and Works, he should give the maximum of attention to the duties of his office and the minimum to politics—especially Dominion politics."

managing the job of selecting a candidate to represent the Conservative party in the coming Federal fight in that district. The Chief Commissioner was anxious to secure the nomination of one McAnn, who had rendered him good service in the late provincial election.

It is possible that the Premier of British Columbia will not listen to any advice tendered him by the Times. If he were amenable to reason, we should endeavor to convince him that the people of the province are not pleased with his Assessment Act and that their wrath is not likely to be mollified by the spectacle of a light-weight, small-career, heeler flaunting himself through the constituencies at their expense upon business which will be prejudicial rather than beneficial to provincial interests.

The Japanese are afraid of nothing under heaven. The spirit of the little Ghoukours of India is within them. Armies made up of such material are hard to beat: Remember that when you disperse the Japanese.

ELECTION OF SCHOOL TRUSTEES.

To the Editor.—I call and "a gift of the gab," to use a slang expression, is one of the qualifications necessary to run for alderman, but when the position and deliberations of school trustees are considered, it is not possible for a man to have the mark of the Victoria College upon the present combination, it is enough to make even the Muses weep and reduce the cause of education to a burlesque.

YANCOUVER NEWS.

Yamachi, who ran amuck in a boarding house on the waterfront, and whose trial was adjourned from December 30th last, was found guilty by the police magistrate on Wednesday and sentenced to two years in the penitentiary.

JAP GETS FIVE YEARS FOR STABBING CANADIAN.—Health of Terminal City.

An Eastern paper says the North Renfrew election is to be protested. It is stated the Tories spent \$25,000 in the campaign. The following resolution carried: "That it is the conviction of the Women's Auxiliary that there should be three lady members on the hospital board, and that they should be empowered to consider the advisability of having their by-laws amended so as to enable them to be appointed."

COLOMBIANS READY TO FIGHT.

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London, Jan. 8.—Antoinette Sterling (Mrs. J. Mackinlay), the ballad singer, and a vice-president of the W. C. T. U., is seriously ill at her London residence.

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Advertisement for Dr. Pierce's Golden Medical Discovery. Text: "For over a third of a century Dr. Pierce's Golden Medical Discovery has sold largely other than any Blood Purifier. Biggest sales ever before. Not the Cures others you? rich red blood!"

An Imitation of Nature's Method of restoring waste of tissue and impoverishment of the blood and nervous force is used when you take an alternative extract of herbs and roots, without the use of alcohol, like Dr. Pierce's Golden Medical Discovery. This vegetable medicine coaxes the digestive functions and helps in the assimilation of food, or rather takes from the food just the nutriment the blood requires.

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SELLS MEMBERSHIP.

Chicago, Jan. 8.—Sir Thomas Lipton has sold his membership on the board of trade at \$3,000. His packing plant was disposed of several months ago.

CANDIDATES SPEAK TO THE ELECTORS.

A MEETING IN SOUTH PARK FRIDAY EVENING.

Aspirants to Aldermanship and Board Presented Their Views.—Small Attendance.

At the meeting in Semple's hall, Friday evening, the candidates were introduced by the Mayor, and also by many aldermen and school trustees.

The question of streets and sidewalks was a difficult one to discuss where there was such a small number of streets and sidewalks to keep up. Last year the city was available only about 50 cents.

Referring to the fact that the sewerage system was not being improved, the Mayor pointed out the advantages to be derived from the introduction of a sewerage system.

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TWO ATTEMPTS AT SUICIDE.

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.

LORD DUNDONALD.

Report That He Will Be Appointed Inspector-General of Auxiliary Forces.

LIVERY DRIVERS' STRIKE.

Truce Ends To-Morrow and Fight in Chicago Will Be Renewed.

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Aspirants to Aldermanic and School Boards Presented Their Views—Small Attendance.

At the meeting in Seaplane's hall Thursday Wm. MacKay presided. The meeting was addressed by both the majority candidates and also by many of the aldermanic and school trustee candidates. C. E. Reifern gave considerable time to the James Bay reclamation, leaving about \$50,000 to complete the work. Of this about \$14,000 was intended to provide for schools, playgrounds, etc. The reclamation work was the greatest importance to the city. The C. P. R. had shown its faith in the future of Victoria in arranging for the erection of a hotel such as that planned. The city must complete its part of the arrangement so that the work might go on.

The question of streets and bridges was always a difficult one to regulate there was such a mileage of streets and sidewalks to keep up. There were 82 miles of streets and about 150 miles of sidewalks. Last year there was available only about 50 cents a foot. He would, if elected, see that the expenditure was fairly distributed as possible over the city, leaving in the best possible condition the whole. He advocated the introduction of a system of septic tanks for Victoria West sewerage, and the question of sewage disposal. There were 82 miles of streets and about 150 miles of sidewalks. Last year there was available only about 50 cents a foot. He would, if elected, see that the expenditure was fairly distributed as possible over the city, leaving in the best possible condition the whole. He advocated the introduction of a system of septic tanks for Victoria West sewerage, and the question of sewage disposal.

There was a poor attendance at the meeting held by the candidates for municipal honors and for school trustees at Assembly hall of the South Park school Friday night. It was decided to dispense with the usual addresses by majority candidates, allowing more time for those remaining on the school boards. This was decided. Alderman Barnard was voted to the chair. Among those occupying the platform were: Messrs. Wilson, Oddy, Worthington, Douglas, and Fell (candidate for the city council); and Messrs. Lewis, Erskine, Boggs, Cook, Sprague and Mowat.

During the evening Rev. A. Erving, superintendent of Freebridge, made some suggestions, asked the two candidates for mayor and those aspiring to aldermanic honors where they stood on the gambling question. He also wanted to know whether they would favor the granting of more liquor licenses.

Alderman Barnard, in reply, said that he was not in favor of gambling and would do everything possible to suppress it. He would also oppose the granting of any further liquor licenses. C. E. Reifern answered to the same effect. He said he always been against gambling and his policy was not to increase the number of licenses.

J. A. Douglas thought it was a serious question whether the city should have the power to run a school system. He thought that efforts made to suppress gambling resulted in its breaking out somewhere else in a worse form. It was a matter that required some consideration.

B. H. Oddy said that if he was elected and was the fortunate individual to be appointed to the board of police commissioners, he would do everything in his power to suppress gambling. He would also do everything in his power to suppress gambling. He would also do everything in his power to suppress gambling.

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ANNUAL BANQUET ENJOYABLE EVENT

MASONIC FUNCTION HELD THURSDAY EVENING

A Large Number Assembled Around the Festive Board—Excellent Programme.

One of the most delightful functions in the history of Victoria-Columbia Lodge No. 1, A. F. & A. M., was held in Victoria hall, Blaincourt street, Thursday, the occasion being the annual installation banquet. The event was favored by every requisite to success, a large attendance—one hundred and fifty or thereabouts—an elaborately equipped festive board, excellent speeches and a good musical and literary programme being the contributory factors to the evening's pleasure. E. E. Leason, of the Victoria hall, was caterer and excelled himself. During the banquet a very enjoyable programme of music was provided by Messrs. Longfield and Panine.

After the attack, capitulation and destruction of the contents of the table, the toast "The President of the United States" was proposed by W. Bro. S. W. Edwards, whose proposal was an introduction of the United States consul, Bro. A. Smith, who made one of his usual interesting deliveries. He took occasion, in the course of his remarks, to pay a warm tribute to the worth of the installed worshipful master, Bro. Houston, and commented on the great value to made and commerce the Isthmian canal would prove. He expressed the hope that there would be a peaceful solution of the trouble in the Far East, but said he feared that if war ensued the other great nations would be drawn into it. He also spoke regretfully of the recent terrible disaster at Chicago.

Bro. G. L. Milne proposed the "Grand Lodge of B. C." in a few felicitous remarks, the response being made by the grand master, M. W. Bro. C. Ennor Sharp, in an excellent speech. The latter officer proposed newly installed officers, who were present with the following: W. Bro. R. E. Brett and Bro. Steve Jones proposed the "Caterer" and "Tyler" toasts respectively.

Best of the musical contributions to the programme, selections were rendered by Fred. Richardson, Dr. Robertson, H. Heisterman, H. L. Salmon, W. T. Williams and others. Bro. F. L. Taylor delivered those present with the following original poem, which was highly commented upon in the course of several of the speeches:

TUG BURNED

Fire Broke Out in Early Morning and Two Men Had Narrow Escape.

"The tug Halyx, owned by Capt. W. W. West, was burned by the water's edge at 1 o'clock on Sunday morning at Queen's bay, at the mouth of the western arm of Kootenay lake. The fire was probably caused by a spark from some machinery, which was thrown overboard when the tug was drawn. The loss was about \$4,500, as besides the tug and its load a large containing considerable household property was destroyed. W. W. West, and Bernard West, the two eldest sons of Capt. West, were sleeping on board the Halyx when the fire broke out and had a narrow escape from being burned to death, and got away from the vessel in their night clothes."—Nelson News.

ISLAND MINING DEAL CONCLUDED

BIG INVESTMENT BY EASTERN CAPITALISTS

Controlling Interest in Mount Sicker and Mount Brenton Company Bought for \$50,000.

A controlling interest in the Mount Sicker & Brenton Mining Company has been purchased by Eastern capitalists. The sum involved is \$50,000, and the deal was consummated the other day after lengthy negotiations by J. H. Brownlee, who, together with Dr. Young, of Atlin, is acting on behalf of the purchasers.

Immediate steps will be taken to ascertain the condition of the properties. It is Mr. Brownlee's intention to make a thorough examination, for which purpose he will leave for Mount Sicker tomorrow. A report will be submitted and future operations will depend a great deal on its character.

If matters are arranged satisfactorily with the minority shareholders, it is understood that nothing will be omitted to place the mine on a paying basis. Mr. Brownlee stated that those whom he is representing have every confidence in the properties, which was conclusively proved when they felt safe in investing the sum mentioned.

What will be done in the way of further developing the properties and putting things into condition to make regular shipments, Mr. Brownlee could not say. Interviewed this morning he said: "We are not just yet in a position to make a statement. The deal has been put through, \$50,000 being the sum involved. Up to the present we have not met the minority shareholders. There is no doubt my clients, however, that all interested will work together."

It is Mr. Brownlee's intention to make a full statement on his return from Mount Sicker after an inspection of the properties.

LEGAL NEWS

Full Court Has Adjourned Until Monday—Chambers Applications.

The Full court has completed its business and the adjournment of the court is until Monday. The following cases are on the list for argument on Monday: The other appeals are from the judgments of Mr. Justice Irvine, and cannot be heard until after the termination of the Horner vs. Dunsmuir trial, when Mr. Justice Drake will be free to sit with the Chief Justice and Mr. Justice Martin, making the necessary three judges.

Yesterday afternoon Esquimalt Waterworks Company vs. Victoria was dismissed. The appeal was allowed, with costs.

In Currie vs. Van Anda Copper & Gold Company, the appeal was dismissed. This morning in Miller vs. Abel, the appeal was allowed.

In Chambers. In Chambers this morning Mr. Justice Martin disposed of the following applications:

Leadbetter vs. Crow's Nest Coal Co.—An application for an order made by plaintiff. This was stood over until after the hearing of the appeal before the Full court. S. S. Taylor for plaintiff; E. P. Davis, C. C. for defendant.

Lamb vs. Crow's Nest Coal Co.—A similar application; stands over also.

Rox vs. Chln Toy—An application for leave made by E. P. Davis, was not allowed.

Re Estate John McSweeney.—Application made for examination of W. T. Anderson, was made by H. Robertson. The order was made.

Allen vs. Allen.—Application made by R. T. Elliott as to trial. This was fixed for the February sittings.

Wills for which this medicine is recommended will make no mistake in giving Dr. Williams' Pink Pills a trial.

The Rev. Mr. Hatchett's home is in Hamilton, Ont., where he is known to most of the citizens and greatly esteemed by those who know him.

STOMACH TONIC

Increases the activity of the blood-making organs, and it enriches the body with an abundant supply of pure, rich blood. No matter how powerful the intellect, the resources of intellectual power, it is backed up by physical force. Every day the youth or man must manufacture a pint of rich, arterial blood, that pure, stimulating to the brain and can rebuild the tissues that were destroyed in yesterday's work.

"I have been a sufferer from indigestion for some thirty years, at times," writes Mr. S. W. Mullenax, of Circleville, W. Va., "and have used medicine upon several of our best physicians, which gave me only a little temporary relief. They said I could never be cured. Last winter I was stricken with the worst spell that I ever had. I suffered with such severe indigestion that I could eat neither water nor soup, and my weight went down from the hundred and ninety-five pounds to the hundred and sixty pounds in about two months' time. I then concluded that would try Dr. Pierce's Golden Medical Discovery. By the time the first bottle was used, I felt some relief from my indigestion, and continued until I had used four bottles of 'Golden Medical Discovery' and two vials of 'Pleasant Pellets.' I am truly thankful for the great benefit which I have received from your medicine, and can cordially recommend it to others."

Know Thyself.

Read all about yourself, your system, the physiology of life, anatomy, hygiene, mind home cures, etc., in the Common Sense Medical Adviser, a book of 1,000 pages. For cloth-bound copy send 25 cents in one-cent stamps, or paper-covered 21 stamps, address Dr. R. C. Pierce, Buffalo, N. Y.

ATTEMPTS AT SUICIDE

Report That He Will Be Appointed Inspector-General of Auxiliary Forces.

Nanaimo, Jan. 8.—A man named Donald Ferguson, engaged in getting out ties near Ladysmith for the E. & N. railway, made a deliberate attempt at suicide this morning. He did his best to cut his throat with a razor, but was prevented by friends. Failing in this he threw himself in front of an incoming coal train. The cowcatcher of the engine struck him on the back of the head, inflicting a nasty wound, but throwing him clear of the track. He is now in the hospital at Chemainus. He will be prosecuted.

LORD DUNDONALD

Report That He Will Be Appointed Inspector-General of Auxiliary Forces.

London, Jan. 8.—It is reported that Major-General Dundonald, commanding the Canadian militia, will shortly leave Canada and succeed Major-General Sir Alfred Turner, as inspector-general of the auxiliary forces.

LIVERY DRIVERS' STRIKE

Trace Ends To-Morrow and Fight in Chicago Will Be Renewed.

Chicago, Jan. 8.—A renewal of the strike of the livery drivers, which so interfered with funerals and pleasure parties before the troops theatre fire, has been decided on by the union. The trace with the owners ends to-morrow.

Seven hundred and seventy-three millions of tons of coal are produced in the world every year.

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NEW HOME OF THE IMPERIAL BANK

PREPARATIONS WERE STARTED YESTERDAY

The Entire Pritchard Corner Will Be Altered and Substantial Accommodation Provided.

The work of altering and renovating the Pritchard block on the corner of Yates and Government streets for the accommodation of the Imperial Bank of Canada was started Friday, and will be carried on with all possible dispatch. The entire building will be altered and it is the intention to make the interior equipment for banking purposes second to none in the city.

The chamber will be fitted up with fine antique oak counters and copper grills. It will have a tile floor and heavy plaster beam ceiling, with enriched cornices. The walls will be covered with burlesk. From the ground floor a broad stairway will ascend to the first and second floors, which will be divided into business offices, five on each floor. The premises will be heated with steam.

The site of the Imperial Bank's new quarters is one of the finest in the city, commanding the intersection of two of its main arteries. The fact that such premises are required reflects the marked progress in the bank's business under the able management of Mr. Gibson.

Reference was made in the Times the other day to contemplated improvements to the Dawson hotel building, for which D. F. McCrimmon has the contract. Work on this undertaking commenced yesterday, and, judging by the plans, the contract is more extensive than first announced.

The entire interior is to be taken out and accommodation for a first class private hotel business installed. Up-to-date suites of rooms, with necessary accessories, will be provided, and every convenience furnished.

In this connection it might be mentioned that the business of the Orpheum theatre has been purchased by Mr. Boyd, of Vancouver, from the Seattle people who have been operating it. The entire place will be renovated and rearranged so as to completely comply with the city ordinance for fire protection.

THE BONNIE BRIAR BUSH

Second Production at the Victoria of the Stoddard-Fax Company.

J. H. Stoddard, Reuben Fax and company closed a two-night engagement at the Victoria Thursday with a second very finished production of "The Bonnie Briar Bush." There was a rather good attendance and the performance was greatly enjoyed.

Perhaps no other company in years has succeeded in awakening so general an interest in a theatrical production as Messrs. Stoddard, Fax and their company, and in the audience last night, as in the previous night, there were scenes not usually seen at plays. This fact is undoubtedly due to the reputation which Mr. Stoddard has gained for himself during more than half a century's experience on the stage, and the popularity of the very quaint Scotch stories of Ian MacLaren, dramatized by James McArthur.

Extended notice was given in Thursday's Times of the character of the play, and that the company pleased equally well Thursday was manifested by the very strong hold which it had on the audience from the rise of the curtain. There is something pathetically touching in Lachlan Campbell's story of life related to the bairns. Miss Mabel Brownell, as Flora Campbell, also played strongly on the feelings of her audience and gave a most faithful and realistic portrayal of an exacting role.

Mr. Fax made an excellent Archibald McKittick as that character is known, and, in fact, throughout the whole performance none but the best in art is presented.

FREIGHT RATES

San Francisco, Jan. 8.—Large freight shippers of this city are making strenuous objections to many of the advances in rates the railroads are putting into effect on westbound freight. The rate on iron pipe from 65 cents per hundred pounds to 75 cents has been rescinded. The shippers want the railroads to take similar action on about ten or eleven other commodities. The railroads decided today to refuse this request.

FRENCH CO-OPERATION.

Reports That France Desires Settlement of Manchurian Question According to Russian Demands.

Arrivals from the Far East by the R. M. S. Empress of Japan Thursday evening had little if any news to tell of prospective hostilities. Preparations were being made throughout Japan for war and there was a certain excitement in consequence, but beyond this there was nothing more on which the consul observer passing through the country might form a conclusion as to the general situation.

A correspondent writing to a Shanghai paper from Peking last month says: "France now shows a determination to support the Russian demands on China, and is encouraging Russia to take permanent possession of Manchuria. The French minister called on Prince Ching and other ministers, and urged them to grant some of the Russian proposals in regard to Manchuria, if not all; to withdraw their undertaking to open Moukden and Tatum-kaio; to guarantee that no concessions shall be made to any other powers in Manchuria; to consent to the Russian administration of districts traversed by the Eastern Chinese railway; to postpone the date of the Russian withdrawal to March next, and to guarantee all the privileges granted to Russia up to the present time. The French minister further proposed to advance twenty million francs in order that the government might have funds for military operations in Kiangs. If this plan was not acceptable he offered to send French troops to suppress the rioters. It is thus evident that France is taking up a menacing attitude toward China, and is co-operating with Russia. Prince Ching, Na Tung and other high officials meet daily to consider measures for the future. Na Tung called at the Japanese legation and laid a resolution before Mr. Uchida. Na Tung sought the final assent of the Chinese minister to the Chinese. A certain minister here states that Germany will soon join the Russo-French combination."

Manchurian Brigands.

The Sin Wan Pao is informed by its Peking correspondent that the brigands of Manchuria who have been enlisted into the services of the Russians are faring exceedingly well with them. The Russians have granted them medals and are paying them handsome compensations. Each brigand receiving about twenty roubles per month. Russia's first intention was by no means so generous, in fact they intend to exterminate them, but they found that was an easy task. They often met the brigands in lonely spots where they deprived them of their arms and other provisions, but as soon as a large body of Russian soldiers appeared on the scene, the brigands disappeared among the woods and mountains which they knew so well. Therefore the Russians thought it would be wiser to ask them to surrender and enlist them into their services. At the same time they would not allow the Chinese to exterminate those brigands who had not joined them, in fact they preferred to have some left to cause disorders in the three eastern provinces, so that they might have a pretext for continuing their occupation of Manchuria. Officials of the Russian government are of the opinion that the Manchurian brigands will return to their homes molested by the Russian soldiers.

INSTALLATION BANQUET.

Enjoyable Function Held by Victoria Lodge, No. 17, K. of P., Last Night.

The installation banquet of Victoria Lodge, No. 17, K. of P., last night, was a most enjoyable affair. About one hundred members and visiting brethren sat down to a tempting repast provided by Bro. E. Leason at the Victoria hotel, and after ample justice had been done the good things on the festive board the toast list was proceeded with. Bro. W. E. Johnson, the father of the order in this province, who is a charter member of Far West lodge, No. 1, which was organized in Victoria in 1888. Bro. J. H. Mansell proposed "Sister Societies," and Bro. A. E. Greenwood, and responded to by Bro. Com. H. F. W. Johnson, the father of the order in this province, who is a charter member of Far West lodge, No. 1, which was organized in Victoria in 1888.

PLEASANT DANCE.

Children Had the Floor Until 10 O'clock, Followed by Adults.

The Cinderella dance given in Assembly hall last evening by Mrs. Lester proved a great attraction and well on to 400 spent a most enjoyable evening. The children were given the floor until 10 o'clock, and most of them appeared in fancy costume and presented a beautiful spectacle. Miss Gertrude Moore, of Skagway, dressed to represent a pink rose, was a great attraction and the adults took the floor and spent an enjoyable night. Fin's orchestra provided the music. Refreshments were served during the evening.

FIVE CANDIDATES

For the Rhodes Scholarships Have Announced Themselves.

The Rhodes scholarship committee, consisting of His Honor the Lieut.-Governor, Chief Justice Hunter and Superintendent Robinson, of the education department, met last evening at Government House to initiate arrangements for the examinations to be held here. The qualifying examination will be conducted about the end of next March, as it is expected that the examination papers will be received from Oxford in a few days. At the meeting last evening five candidates announced themselves. They are: H. F. Powell, the Lieut.-Governor's private secretary. Israel Rubinowitsch, a student at McGill University in his fourth year. H. Bray, Nanaimo, in his second year at Toronto University. Edwin K. Debeck and William A. Donaldson, of Vancouver, now completing their second year at Vancouver College.

ROXBURGH RIGGERS.

London, Jan. 5.—The Duke of Roxburgh has resigned his commission as a Lieutenant in the Royal Horse Guards, known as "The Blues."

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SEATERS MAY NOT CROSS THE OCEAN

WAR IS FEARED AND VESSELS ARE HELD

Triumph and Casco Detained Until News is Received Respecting Far Eastern Situation.

Pending some definite information about the prospect of war between Russia and Japan, the sealing schooners Casco and Triumph, which have been fitted out by the Victoria Sealing Company for cruises in Asiatic coastal waters, are lying in James bay, awaiting orders. They have been there for the last few days, and will remain at anchor for a few days longer unless in the meanwhile the formal announcement of a declaration of war has been received, in which event the vessels will not cross the Pacific, but will sail far down the coast in company with others.

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