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Chronicle

TWICE-A-WEEK EDITION

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NO. 84

RESCUERS SAW THEM DIE

Logan Party Watched Break-Up of Valencia From Top of Cliff, But Was Unable to Render Assistance.

Cape Beale, Jan. 26.—(Special to the Times.)—Have just been in communication with Logan's party. They went to the scene of the wreck on the 23rd. They reached the top of the bluff near the wreck on the morning of the 24th and were eye-witnesses to the awful sight of seeing every soul swept to death and unable to do anything to save them, as the wreck was about 150 feet from the bluff. When they reached the top they could plainly see the people clinging to the rigging and others huddled on the top deck.

The passengers wildly cheered when they saw them on the bluff as they evidently thought their rescuers had come.

The Valencia held together till about 12 o'clock when one huge wave came along and crushed everything to pieces.

Nothing now remains in sight.

Nine bodies have been recovered up to noon. The bodies of four men were picked up early this morning.

The beaches for five miles along are strewn with all kinds of liquor, claret, port wine, sherry, gin and whisky. About one hundred kegs and barrels have been washed up, sixty of them unbroken. Also great quantities of olive oil, canned and fresh fruit, vegetables, etc.

Expect to get the names of some of the bodies recovered for night.

SURVIVORS FOUND ON TURRET ISLAND.

Uchuel, B. C., Jan. 25.—(Special.)—Steamer Shamrock has just arrived at Toquot with three of the Valencia's crew: F. Hancock, chief cook; Max Stanslar, fireman; George Long, fireman, picked up on Turret Island, in Barclay Sound by Charlie Ross, Indian policeman, of Alberni, who reports another man still living on the island, but lost in the bush. The Indians are looking for him.

Two bodies found by Indians on the same island have been brought to Toquot.

The Indians had just got the three men in a canoe when the Shamrock came along.

The men are getting the best of care in the house of H. J. Hellier, the government lineman.

(From Friday's Daily.)
The story of the wreck of the steamer Valencia is now practically complete. There still remains some details which are incomplete, but these concern the action of the captain before striking rather than any matters pertaining to the wreck itself. Only one of the officers, second officer Peterson, is among those rescued and he has not yet spoken. Until he does, the reasons which led the captain on to such a coast instead of into the straits, remain unexplained.

The fate of the ship herself is clearly established. Indeed it was definitely known by the Times on Wednesday evening, that she had gone to pieces. This information was in possession of the Times before the steamer Queen reached port with her tidings of shipwrecked men in the rigging. There was, however, the bare chance that the

Dispatch of the Tug Lorne and her crew of hardy, handy men might result in some aid being given, possibly to survivors, and while the chance remained of saving one man, the laudable effort of His Worship the Mayor and Capt. Parry and his men deserved encouragement.

How complete is the break up of the vessel, however, is proven by those who returned last night on the Lorne. The sea all about them was strewn, not only with old clothes, trousers, blankets, etc., but with the tell-tale evidences of hopeless pounding of housework and fittings on the rocks in the litter of wood as small as kindling which strew the sea.

There still remains, however, in the history of this almost unparalleled tragedy a few unwritten chapters, and these relate to the Survivors, who are being discovered at different points on the coast. These chapters are being written on the beach of Darling river at Cape Beale, and according to reports received at midnight, one the lonely island of Turret, in Barclay Sound.

On this latter four men have come ashore, three of whom have been afforded shelter they so much require, while the Indians who were responsible for their discovery are beating the woods throughout the island for a fourth man who was also cast ashore, but who is said to have been lost in the bush.

While the list of saved now numbers

the Victoria vessel in finding the Valencia.

The Lorne was unable to render any assistance. She reported that the wreck had disappeared below water, leaving only two stumps of masts in sight. There were signs of people ashore in the vicinity, and the blue-jackets approached them as near as possible. Failing to attract their attention, the rescue party returned to the Lorne. The steamer remained by the wreck until 4:30 o'clock yesterday afternoon. In the meanwhile the rescuers cruised along the coast line right up to the surf belt, but without result. Finding there that they could render no further assistance in the way of saving life, the Lorne then returned to Victoria. In addition to the naval doctor there were two medical men from the city aboard, namely, Drs. Carter and Holden, and a number of Times correspondents. From these the story of the expedition follows:

A. Lemm says: "We returned last night, but did not do much good. If we could have reached there the morning before we could have saved the greater number if not all of those on the Valencia."

"I speak from having experience. I have been wrecked on the southeast coast of Africa, where a tremendous surf is always running, and I have considerable knowledge of the sea. The very fact that two raters were on board on Wednesday morning without losing a man will speak for itself. Comment is unnecessary.

"We arrived at daylight on the Lorne. Capt. Butler once searched the shoreline for the wreck, but could not find it. We were right opposite the spot when the City of Topeka arrived. We communicated with that vessel, and ascertained the exact location of the wreck. Getting a survivor named J. Segalis from the Topeka, who had been picked up the day previously on a raft, we proceeded to the place immediately, the Lorne being taken in as close to the shore as was safe.

"Lieut. Knight and his gallant men were ready for the rescue. They manned their boat, and putting out from the Lorne went within 100 or 150 yards from the wreck. The height of surf was just beyond, and a clear view of the situation was obtained. Nothing could be seen, however, but the stumps of the masts appearing above water, the vessel slipping into deep water. The sailors then searched the shore for some time, but seeing no signs of life returned to the Lorne.

"An hour or so later the Salvor came along, and in the meanwhile we were cruising back and forth, keeping in the vicinity in order not to overlook a dead body if it should be seen on the water.

"The Salvor reported that people had been seen on the shore. At once the blue-jackets manned their boat again. Putting on their life belts, they prepared for another dash ashore, this time taking with them a large megaphone so that they could be necessary communicate with anyone on the beach. They were determined to even face death in the heroic work.

"They got up to the surf, and on one occasion went so far into it that their boat struck a rock but sustained no damage. They would have gone through the breakers if it was possible. But the rocks lay close and dangerous, and any such attempt would have spelled instant disaster to the boat.

"Using the megaphone to speak to the eight or ten seen on shore they failed to attract any attention, although there could have been no doubt that the salvor's voices were heard. They were within a hundred and fifty yards, I should say, of the campers on the beach. The latter were walking about, and seemed quite indifferent to their presence. The sailors concluded from this that the campers were Indians, and they then returned to the Lorne. Our steamer, however, had a constant watch for any sign of life or for bodies. We remained there until 3:20.

"While we lay off shore a rather remarkable incident occurred. Capt. Troup, who was on the Salvor, reported there were people ashore, and he suggested that a barrel be filled with provisions and floated into them. Those on the City of Topeka acted upon the suggestion, but when it came to the matter of getting the barrel ashore there was a hitch. The officers on the Topeka wanted the Lorne's boat to take the barrel close to shore. Capt. Butler declined, the barrel being already in the Topeka's boat, which was manned for the occasion. Evidently the Topeka's men showed the white feather, and when the Lorne's skipper, Mr. Segalis, undertook the contract, the barrel was hoisted to the deck of the Topeka, and that steamer sailed away. The blue-jackets were quite prepared to act in this emergency, but Capt. Butler thought it quite unnecessary."

How the Tars Worked.
The action of these people was exceedingly perplexing to Lieut. Knight, who risked the life of himself and of his men in order to get into touch with them. He was prepared in the event of their needing help to throw a line through the surf and bring them into his boat. After scanning the scene for some time and receiving no sign of recognition, he came to the conclusion that some of the party at least were Indians, although there were some whites among the number.

So close did the life boat go to the shore that those on the Lorne watched them with breathless anxiety, knowing that they would take any risk in order to render help.

Upon the return of the blue-jackets to the Lorne, the City of Topeka, which was some distance off, sent a communication offering a keg of provisions if the British crew would take it. Lieut. Knight had already laid the whistling mode before the captain of the Lorne, and the opinion was unanimous that a keg would never get ashore, owing to the undertow and the tide, and that it would be a useless risk of the lives of brave men, to attempt a futile thing, for people who, from close observation, were evidently well provided for. The Topeka afterwards started a small boat on what was evidently intended as an attempt to carry out this scheme, but it was soon recalled by whistles from the boat.

The Lorne cruised up and down for two or three hours longer, until 3 o'clock, in the hope of picking up survivors, or for bodies, and a dozen glasses swept the water in the hope of detecting some of these afloat. This proving fruitless, she headed for Victoria, which was reached about 11 o'clock.

THE FIREMAN'S STORY.
(From Friday's Daily.)
John Segalis, the Greek fireman, who returned on the Lorne, gives the following account of the disaster: "We missed the lights at both Flat-tary and Carmanah. The vessel struck during my watch. I was below. The time was about 11:50. The lights went out in a few minutes, and we made our way above. The captain had ordered full speed astern, and she slid back into deep water, but immediately began to fill, when orders were given to beach her. The captain did all in his power to quiet the passengers, assuring them if all remained calm the probabilities were they could be saved. A lot got excited and crowded the boats, breaking the davits. Four boats were launched successfully. One of these contained the two men who were discovered next morning in a cave in the rocks. These men perished. I saw them die, and saw their bodies tossed about on the rocks. Three lines were thrown ashore to these men, but they failed to catch them. I took a rope and started to swim ashore, and got close in, but found the rope was getting tangled. I cut it and swam back to the vessel. Those on board threw me a life buoy, and with this I was taken on board. Excitement subsided as death approached. The people, either through the bewitching influence of gold or resignation, calmly awaited their end. The captain was broken hearted, and refused to fasten a life buoy on himself. He declared that if he had a revolver he would shoot himself. How the two rats got away from the vessel is mysterious. Indeed many thought neither could live in the sea, and this is why one of the rats left with only about half its complement on board. One lady refused to go, and bade good-bye to her husband who left on the raft. The fireman states that when he left the wreck at ten o'clock the captain and officers were endeavoring to cheer the people, but had told them to look out for themselves, as they had done all they could. The Greek jumped from the rigging and was pulled aboard the raft. He thinks the vessel broke up between eleven and twelve o'clock. He also denies that the vessel was going full speed when she struck. He says she was going only under slow bell."

ed, but something can be done. All this will cost money, and a great deal of money, too, but the value of human lives is not to be reckoned in dollars and cents, and I am sure that, when the government is fully advised as to the necessities of the case, it will be quick to take action. I have spoken to several members of the board of trade, and they have promised to get together such information as is available to show the great necessity of prompt action being taken.

"Mr. Sloan added that the arrangement for the Salvor is an excellent thing as far as it goes, and there is not the slightest doubt that that vessel will give valuable service along the particular lines for which she is designed. She will do even more than this, and at times may be able to render invaluable assistance to ships in distress; but life-saving is not her object, although the Messrs. Euller may be counted upon to use her for that purpose to the utmost extent. What is required is an establishment designed especially for life-saving. The experience of the last few days has shown how absolutely necessary this is, and also that the best appliances will be comparatively of small service unless means are provided whereby information concerning ships in peril can be received at the earliest possible moment. In these days of wireless telegraphy safeguards can be provided for that would have been out of the question only a few years ago, and what I shall endeavor to secure for the West Coast is the setting up of such a life-saving establishment with wireless connections as will be fully up to date. I have the fullest confidence that representations upon this subject will receive prompt attention at Ottawa."

PROVINCIAL MEN ON BOARD.
Mr. Rolph, of New Westminster, and Mr. Ward, of Nelson, may be lost.

A. W. Ross, secretary to the Underwriters' Board in this city, was well acquainted with Mr. Rolph, of New Westminster, and with Harry Ward, of Nelson, both of whom were supposed to be on board the Valencia. Mr. Ross tells me that he made inquiries of Fireman Segalis, who came to the city by the tug Lorne. From the description given by the rescued fireman, Mr. Ross has little doubt that these men were both aboard. The fireman described a man exactly fitting Mr. Rolph, of New Westminster. He says that this man was in the rigging close to where he, Segalis, was lashed. When the latter cut himself away from the rigging and dropped into the water to be picked up by the raft, he left the person who is believed to be Mr. Rolph still hanging on. The man answering to the description of Harry Ward was also in the rigging at that time.

MR. SLOAN'S SCHEME.
Speaking to a Times reporter in regard to life-saving stations on the West Coast of Vancouver Island, William Sloan, M. P. for Comox-Atlin constituency, which embraces all the ocean front of the island beyond Carmanah Point. I have given the subject much consideration, and have discussed it with members of the Dominion government. I think that very great use might be made of wireless telegraphy in this connection. The difficulty of maintaining land lines is very great, and unfortunately the weather, which makes the coast the most dangerous, is the very weather that breaks down the lines. It would also be much less expensive to increase the number of stations, if the wireless system is employed, and while I do not think that the question of expense ought to be given anything like the first place in considering a matter of this kind, nevertheless, it must not be wholly lost sight of.

In addition to a series of wireless stations, I think that a powerful tug should be stationed on Barclay Sound, say at Bamfield, with life-saving appliances. Perhaps two such tugs would be needed for the efficient protection of the coast, but certainly one is absolutely necessary. In the summer, the tug could be used to keep poachers off the halibut grounds along the West Coast, and as she would always be in reach of the wireless stations she would be just as available for rescue work as if she were lying at her station. Of course the tug ought to be equipped with a wireless apparatus.

It is also desirable that some steps should be taken in order that the coast may be patrolled as thoroughly as possible. This is a very difficult matter, and can never be wholly accomplished.

SOME OF THE SURVIVORS.
Twenty-three men from the Valencia landed at Port Townsend.

Port Townsend, Jan. 26.—The City of Topeka arrived at 1:30 o'clock this morning with 23 survivors from the Valencia. The rescue was effected from the rafts and also the boats which carried the first news of the accident to Cape Beale.

SEATTLE, Jan. 26.—The steamer Topeka brought 23 survivors of the Valencia save those already reported.

Seattle, Jan. 26.—The steamer Topeka brought 23 survivors of the Valencia save those already reported.

Seattle, Jan. 26.—Among those supposed to have perished when the Valencia went to pieces was J. B. Graham, a passenger, and with him went a bag containing \$1,500 in gold. Survivors of the wreck say Graham frantically offered a bag of gold to anyone who would place him on shore. Others paid little heed to the pleadings of the man, and his gold lay on the broken deck, kicked under foot, no one bothering to even pick it up. "It was one time when gold couldn't buy what was wanted," said one.

But that bag of gold, or this ship loaded with bullion, would not tempt me into such a place again," said one of the survivors.

Graham recently sold a mine in Alaska for \$60,000.

W. E. Pearce, general manager of the Pacific Coast Co., Seattle, whose steamer Valencia was wrecked at Cape Beale, says the government is to blame for the wreck of the vessel. He says had a life-saving station been provided in the vicinity of Neah, Bay not a woman or man would have been lost.

The government has just appropriated \$250,000 for another revenue cutter for service on Puget Sound. Collector of Customs ide will do all in his power to have that money spent for a life-saving ocean going tug to be stationed at Neah Bay. If the government fails to install a proper life-saving apparatus it is believed marine men of the Coast should get together and install one for themselves.

THE NAVAL CREW.
Capt. Parry Regrets That His Men Were Too Late on the Scene To Save Life.
(From Friday's Daily.)
Capt. Parry, of H. M. S. Egeria, said this morning that he regretted very much his men were unable to do anything. They had done all they could, however, and he believed that if they had arrived at the wreck earlier they might have been able to render valuable service. The men who formed the boat's crew were picked by himself, and all were capable and experienced. Lieut. Knight was in charge and accompanying the party was Henry E. Tomlinson, the Egeria's medical officer. Those forming the boat's crew follow: Coxswains Fimms and Wotton, Smith, Walls, Bracewell, Donald, Newman, Cornford, Valland, Bower, Crago, Niblock, Baldwin and Cordier.

MR. SLOAN'S SCHEME.

Cutlines Plans For Life Saving Station - Contemplates Comprehensive System For Protection of Shipping.

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Cutlines

THE STORY OF MEN ON TURRET ISLAND

The Survivors Fought on Frail Craft With Maniac Who Tried to Choke the Chief Cook—Finding the Demented Waiter in the Woods.

(From Saturday's Daily.)
The story of the four men who were discovered by Indians on Turret Island, in Barkley Sound, and a narration of whose experiences has been eagerly awaited by the public ever since the announcement that they had been saved, is at last available.

The Times staff correspondent, R. P. Dunn, on the Salvor, has secured from Hancock, the chief cook, his tale—the most thrilling and terrible of the many that have been told in connection with the wreck of the Valencia.

Mr. Dunn wired from Bamfield at midnight this story, which is the first attempt to give to the world the history of the cruise of the first Valencia's life raft and the horrors of the journey.

Hancock says that he with nine other passengers, all of whom were men, left the Valencia on the morning of the 24th in an attempt to reach the steamer Queen. The raft got away safely.

With its cargo of benumbed and almost hopeless men, leaving still in the rigging many women, children and men. The first named refused to commit themselves to the mercy of the sea in such a frail craft as a raft, and adhered to the wreck, doubtless believing that aid would ultimately reach them.

They worked out through the keeping the raft pointed as well as possible with the limited means at their command in the direction of the Queen, which was drifting back and forward off the scene.

Ship Did Not Detect Them as they rose and fell in the swell of the great seas then running. As they would come up on the surface of a swell a shout would be raised, and other means taken to attract attention. Gradually, however, they saw that they had fallen in the primary object of their effort, for the Queen began to recede from view.

What little hope remained was now centered on endeavoring to make Cape Beale, whose rocky crags and light-houses could be seen through the surf and waves.

The brave fellows strained at the oars in an attempt to guide the raft shoreward, but struggle as they might they saw the point slip past them, and hope was well nigh abandoned.

So poignant was the disappointment that one of the passengers, who was of more delicate appearance than the others, and whose vitality was unusual to the mental and physical strain.

The second body was lying face downwards.
The third was in its bare feet, which were swollen with the cold. While removing one of the bodies an electric light ran through the ship as one of the crew shouted that the first mentioned body was still alive.

There was a quick flash to ascertain the correctness of the statement, but all Hope Was Quickly Dispelled by Dr. Richmond, who, after a careful examination, in which his movements were followed with almost breathless anxiety by the Salvor's crew, pronounced the man dead.

One of the three this found was the man, M. Gregg, whose mental condition had given his fellow sufferers so much trouble. Death had miserably come to his relief. His maniacal outburst, having in all probability been but a prelude to his final breaking up. He was a fireman of the United States navy.

The other man was named Wallace, and together with Gregg he weakened as the craft came ashore and death ensued.
The third man proved to be Walter Nelson, third assistant engineer.

The four men who finally reached land, and throwing themselves on the earth, and passed into a stupor from mere exhaustion.
They found themselves on awakening on strange land. They were L. I. Hancock, chief cook; Max Stanciar, fireman; George Long, fireman, and F. B. Connors, waiter.

The four men started inland to look for help, but Connors imagined he saw a lighthouse before landing, and in pursuit of this hallucination he was lost. The other three, as already told, were found by the Indian policeman, Charlie Ross, who, with some other Indians, had started to convey the sufferers to a settlement when they were all picked up by the little steamer Shamrock. The latter took them to Toqoq, where the Salvor found them yesterday at the house of Government Agent Heller, who had ministered to their more pressing needs and had given them sustenance.

From this point the Salvor yesterday brought them to Bamfield, and they will Come on to Victoria on the Salvor to-day, if not transferred to the U. S. cutter Grant, and taken to Seattle.

They still remained on Turret Island, when the Shamrock took off the three men mentioned, the waiter Connors, whose dementia had led him into the woods. The Salvor, therefore, after taking off the men from Mr. Heller's boat, turned toward the island in the hope of recovering this man. It was while landing there that the raft with the three bodies was discovered.

The Salvor dispatched two boats, and there was a long search before the poor fellow could be found. At last, he was discovered lying on a log, and in a few moments the crew of the Salvor were at his side administering stimulants, and endeavoring to chafe back into his benumbed and famished body the life which was fast ebbing.

The day was fine; had it been wet there is no doubt that Connors' name would be among the dead, instead of the saved. When found he was in a semi-conscious condition, and when taken up kept muttering something in which the words, "find Cape Beale light-house," recurred again and again.

were ashore, any valuables they possessed and handed these over to Lloyd's agent with the Salvor, Capt. Cox.

The leading spirits among the Telegraph huts party were F. Campbell and F. H. Bunker, both of whom had families. The first named did not want to leave the scene, and only his Indomitable Pluck prevented his complete collapse.

When they were cast ashore they followed the telegraph wires, meeting others en route, and crossing the Darling river found the hut with the telephone instrument. Bunker was able to make a connection with the Cape Beale light, and reported the disaster to Mrs. Patterson, who forwarded it to Victoria.

The sailor Willis showed great pluck. When the party idled painfully into Bamfield last night Willis, although so spent that he could scarcely stand, frightened himself up and saluted the flag and officers of the United States cutter Grant which was lying in the creek.

Logan, McWha, Mousley, Martin and Daykin were left at the scene of the wreck to prevent the Indians looting the flag and officers of the United States cutter Grant which was lying in the creek.

Seattle, Jan. 28.—The survivors of the Valencia agree that the disaster was due to thick weather, and the Capt. Johnson over-ran his course, piling up on the rocks when he believed his vessel close to Cape Flattery. When the Valencia struck, Captain Johnson was on the bridge, and the steamer was fully fifty feet above the rocks.

Cape Beale, Jan. 28.—The following description is given by D. Logan of the five men bodies recovered to-day:
The first body had a gold watch and chain; a purse containing twenty dollars in gold and twenty dollars in notes; a brass check, number four thousand one hundred and five. He had dark hair and was about five feet eight inches in height.

The second body had a purse with three dollars and ten cents; a small buckle ring on the right and a plain one on the left hand, marked P. P. He was about 20 years old, and was five feet eight inches in height.

The third (guide) body was that of a very large man. He had a mustache and a large nose. He was lying on the left hand side at the first joint; small dark moustache—evidently a foreigner.

The fourth had a tax receipt marked Gus. Watson, Kiverside, California; twenty dollars in gold, a ten-dollar bill and keys in pocket books.

into the wreck of the San Francisco steamer Valencia on the West Coast of Vancouver Island.

WILL VISIT SCENE.
Cutter Grant to Make a Search For Bodies While on Way to Seattle. (Special to the Times.)
Bamfield, Jan. 27.—The Salvor left at 6 a. m. for Victoria.

Seattle, Jan. 28.—The survivors of the Valencia agree that the disaster was due to thick weather, and the Capt. Johnson over-ran his course, piling up on the rocks when he believed his vessel close to Cape Flattery.

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PUBLIC MEETING DISCUSSES MEANS FOR SAVING LIFE IN CASE OF WRECKS

Resolutions Passed Calling on Federal Government to Improve the Light Service Along the Coast.

The council chamber of the city hall was crowded on Friday in response to the invitation issued by Mayor Morley for a meeting of the citizens to consider ways and means for providing for such emergencies as that of the loss of the Valencia and so many lives.

A meeting was held in the committee room in the early afternoon, over which the Mayor presided, and among those present were: Capt. Parry, R. N.; Capt. John Irving, Capt. Grant, Capt. Wm. Cox, Capt. Gaudin, Capt. W. Langley, Capt. McKell, Capt. Richards, Capt. Macaulay, Capt. C. E. Clarke, Capt. Buckman, Ald. Vincent, H. B. Thompson, H. J. Marsh, Joseph Peterson and Mr. Phillips.

A communication was read from the Merchants' Service Guild offering various suggestions for the improvement of the light service along the coast.

Resolved (1) That the government construct a road along the coast, from the cliff or sea wall with bridges over the streams and ravines, the road to extend from Cape Beale to Port San Juan with five stations, with shore patrol between Carmanah and Beale where mortar and rocket apparatus will be kept, the road being for the purpose of moving the apparatus up or down the coast to the scene of a wreck wherever it may be; such stations to be equipped with telephone instruments.

Resolved (2) That the Dominion government construct two lifeboats similar to those used at San Francisco, having one stationed at Port San Juan and the other at Bamfield creek. The lifeboats referred to have gasoline engines enclosed in water-tight compartments.

Resolved (3) That the Dominion government put in commission a small, powerful steamer constructed somewhat on the tugboat type, equipped with searchlights, to patrol the Coast, and having wireless apparatus on board, so that she can be communicated with at all times, from Cape Beale or any other place where she may be deemed suitable to erect a wireless station.

Resolved (4) That the telegraph system be extended further north on Vancouver Island, and connecting the stations and Sechart, also a powerful steam fog whistle be placed at Cape Beale.

Resolved (5) That a light be erected between Carmanah and Cape Beale.

CABINET VACANCY FILLED NEXT WEEK

HON. W. TEMPLEMAN TO RECEIVE PORTFOLIO
Hon. L. P. Brodeur Will Take Marine and Fisheries—A Mines Department May Be Created.

Ottawa, Jan. 27.—It is not likely that the vacancy in the cabinet will be filled until the beginning of the week. When it is filled there is no doubt it will be from the lines already predicted in this correspondence.

Hon. E. P. Borden will be promoted from the inland revenue to the marine and fisheries department, and Hon. Wm. Templeman will be given the inland revenue department.

It may be that the mines branch will be placed under the charge of Hon. Mr. Templeman. If it is not, it certainly will be later on.

To create a mines department with a staff of mines, legislation will be necessary.

Hon. Mr. Brodeur was confined to his room yesterday.

There will not likely be a meeting of the cabinet until the beginning of the week.

Mr. Calvert, chief Liberal whip, was here yesterday, and had an interview with some of the ministers.

AGITATION IN CHINA.
Young Men Who Have Returned From Japanese Universities Responsible For Present Unrest.

Work of Tu Confined to For Bod

Since the return of the Salvor from the scene of the wreck on Saturday night, the count of those entire in this issue, there is a mournful story, being growing details of bodies attempts at identification, their duties being concerning what additional still afloat, and those who drifted on to the beach.

Indian parties have been sent out to the coasts of the island Sound or further north.

The Pacific Coast Search party, however, are taking a thorough patrol along the whole beach to Carmanah, and yes Wyadale left Seattle with a party of men, who were to search for the wreck.

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THE STORY OF THE WRECK TOLD PICTORIALY BY TIMES ARTISTS

Work of Tugs Now Confined to Search For Bodies.

Pacific Coast Co's Despatch Crews For Shore Work.

(From Monday's Daily.)

Since the return of the steamer *Salvor* from the scene of the Valencia wreck on Saturday night, and an account of whose entire voyage is given in this issue, there is little to add to the mournful story, beyond the harrowing details of bodies recovered, and attempts at identification. Several tugs are commissioned to continue the work of patrolling the coast and beach, their duties being concentrated on securing what additional bodies may be still afloat, and those which may have drifted on to the beaches.

Indian parties have been employed to some extent, but their work will probably be confined to working along the coasts of the islands of Barkley Sound or further north.

The Pacific Coast Steamship Company, however, are taking steps to have a thorough patrol established along the whole beach from Bamfield to Carmanah, and yesterday the tug *Wyadda* left Seattle with a crew of body prospectors, men accustomed to shore work, to relieve the volunteer force now at work there. They carried a good supply of provisions, and will relieve the splendid force of men, consisting of Logan and a number of others who have been on duty continuously since the wreck occurred, and whose unremitting efforts on behalf of the survivors can never be adequately commended.

The Pacific Coast people have also chartered the *Lorne* from this port, and have similarly equipped her for the work in question.

Most of the survivors and the bodies have been taken to Seattle. Long and Connors, who were found ashore at Turret Island, are in the marine hospital here.

The story is told in the following bulletins:

BODY AT FRICKETT ISLAND.
 Bamfield, Jan. 27. (Special).—The body of a well-dressed lady, wearing a life belt on, has been found on Frickett Island, west of Turret, this afternoon, by swashes.

ANOTHER BODY FOUND.
 Cape Beal, B. C., Jan. 27. (Special).—The body of a man, was found about one mile east of here.

His purse contains ninety dollars and seventy-five cents.

He also had a silver watch and an identification card from the Woodland Accident Association.

BAHADA FAILED IN SEARCH.
 Bamfield, Jan. 27, 7 p.m. (Special).—Tug *Bahada* has arrived here and reports that she left Neah Bay with Capt. Paterson, W. E. Peters, Geo. Fay and E. B. Leddy, of Seattle, on board.

They reached the scene of the wreck at 10 p.m.

They managed to land with two bodies which Capt. Paterson had taken with them, but the sea getting up they were unable to take the bodies off, just managing to get the bodies back. They had great assistance from the officers of the *Grant*.

Passenger Bunker went ashore and offered his services to superintend the searching of the beaches. He reports that he had visited the beaches, but they can only be found at low tide.

Eleven bodies are recovered up to date.

Capt. Paterson proposes to try and get a crew of Indians organized here to search the beaches along the coast and amongst the islands of the Sound. Falling in, he will proceed to Neah Bay and take a crew from there.

The *Grant* proceeded to Seattle to land the survivors and coal up, returning to-morrow. A considerable sea is running outside now.

PROTECTING THE BODIES.
 Bamfield, Jan. 28.—7.07 p. m. (Special).—A report has reached here from Logan at Darling saying that he has found a small bay about four miles from the wreck, where boats can land in any weather.

A crew is coming on the tug *Wyadda* from Seattle and another from Victoria, so they will be able to get eight of the bodies anyhow.

Logan has covered the bodies with sand to keep the crows off.

Two men left here this morning with food for the searchers.

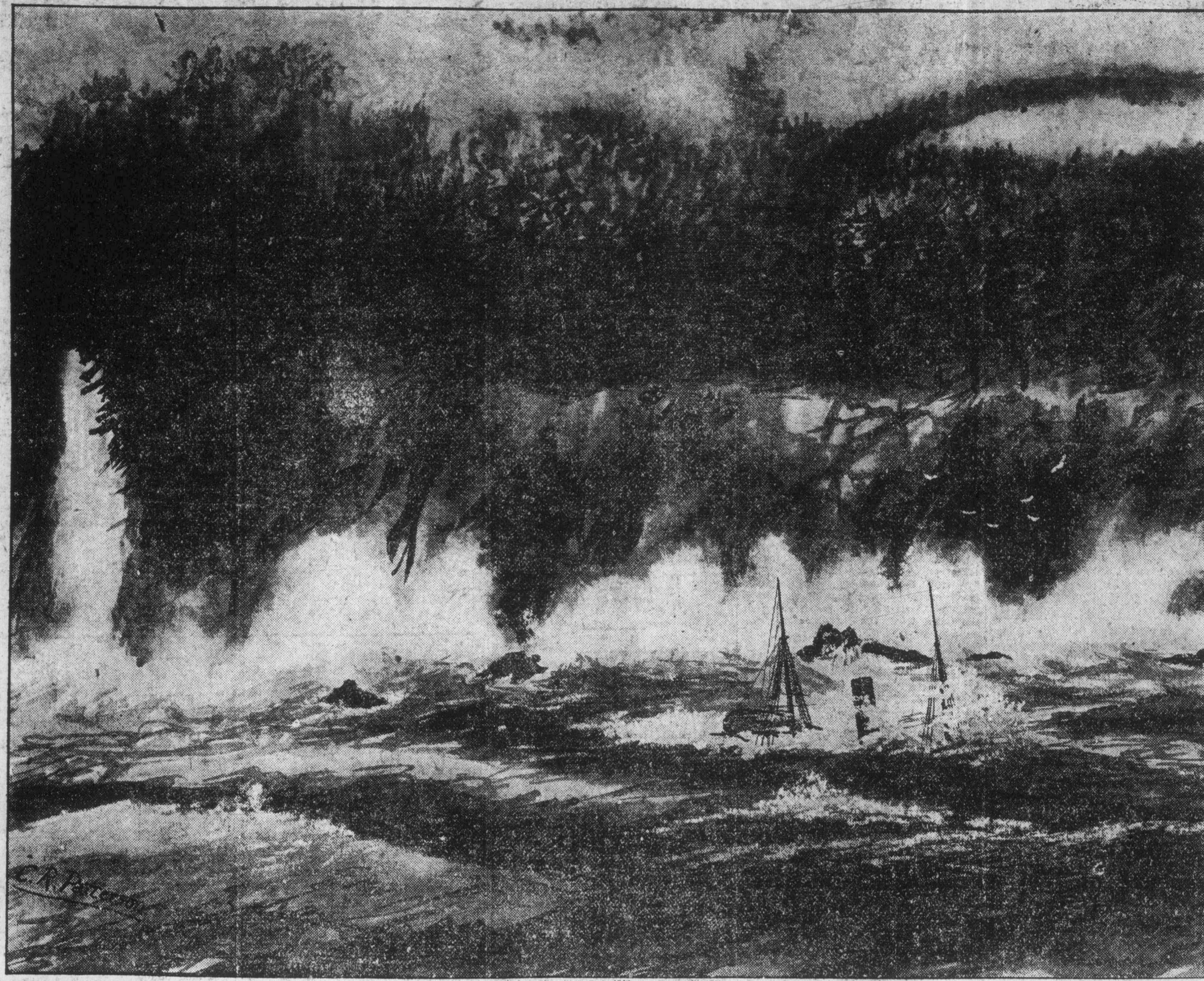
The *Shamrock* arrived here to-day with the body found off Frickett Island. It is supposed to be Wilson, the man who jumped overboard off the raft picked up at Turret Island.

Our men searched the beaches round Cape Beale to-day, but found nothing.

All wreckage is now apparently drifting on the islands in the middle channel, as Paterson at Cape Beale has seen large quantities of all description floating past.

Swashes are on the outlook all round.

THREE BODIES AT BEALE.
 Cape Beale, Jan. 28. (Special).—Logan and party recovered three bodies this morning. One was of a middle-aged man, one a young man, and a woman about twenty years old. She had a light complexion and dark hair. She had two small rings on her



THE VALENCIA BEFORE THE BREAK-UP.
 The Vessel, as Seen by Times Artist from the Deck of the *Salvor* on the Morning of the 24th. The Upper Cliffs were Shrouded in Mists, and at their Base a Furious Sea Broke. A Waterfall Appears on the Left of the Picture.

left hand, one set with a red stone and the other with a large pearl. She has a dark skirt with two rows of buttons.

One of the men had a silver watch; but nothing else to identify them by.

THE CRUISE OF THE SALVOR.
 Times Representative Gives the Story of the Trip Made by Rescue Steamers and Scenes Witnessed.

(By R. P. Dunn, Staff Correspondent of the Times, with the *Salvor*.)

Since returning from the West Coast I have heard the loss of the *Valencia* with the majority of her crew and passengers described as one of the most horrible marine disasters in the history of the North Pacific. Nor is such a statement an exaggeration. The difficulty is to obtain a sufficiently large number of forceful adjectives to give the outside world some conception of the horrors of the catastrophe, the terrible experiences of the very few survivors and the hopeless abandonment of men, women and children as they lay huddled together at the extreme stern of the submerged vessel, watching inevitable death creep nearer and nearer as the huge spray-capped combers kept carrying away their comparatively frail support. They must have suffered death many times over, and it was a merciful wave, although it may appear callous to some to say so, that finally swept the deck and relieved its occupants of their awful suspense.

Taking the stories told me by different survivors, those who were washed ashore and others who escaped by raft and found themselves on Turret Island, forty miles distant from the scene, next day, and making as connected a whole of them as possible, I should say that the suffering of rescued and lost alike is beyond all conception. In dime novels one reads of hairbreadth escapes, marvellous feats requiring unlimited courage and great physical endurance, and many of us read them and follow the hero through the varied vicissitudes of his career with unconcealed delight. From the persons mentioned I learnt enough of what followed the beaching of the *Valencia* shortly after midnight on Monday to state without fear of contradiction that many of those on board gave evidence of just such qualities and worked with feverish energy and wonderful self-denial in the effort to alleviate the sufferings of the forsaken women and children as was possible under the circumstances. Unfortunately, however, this must be qualified. There were others, and they outnumbered by more than two to one, who entirely lost control of themselves in their frantic attempts to save their own lives. Naturally the result was confusion and the entire lack of discipline. This was evidenced by the

manner in which the lifeboats were launched, or rather thrown over the side, the fact that some were partially, and others overloaded; that at least one was without the bottom plug, the inflow of water having to be stayed by the placing of a hand over the hole, and even more serious, the lack of a full capable crew of seamen to handle the frail craft. Under the circumstances, therefore, what occurred was only what might have been expected. The passengers didn't know that it would be better to keep to sea than venture near the surf and allowed themselves to drift to their deaths.

In my mind the occurrences following the stranding of the vessel are divided into seven distinct chapters, if I may be permitted to so term them. They are appended:

Launching and loss of lifeboats.

Despatch of small boat in charge of boatswain to summit aid.

Adventures of the few succeeding in reaching shore.

Launching of life rafts.

Successful efforts to reach the scene by trail.

Breaking up of vessel witnessed by Messrs. Logan and Daykin.

Finding bodies at Turret Island, and later others strewn along beach.

During the four days I was with the parties who endeavored to bring relief to the distressed it was in the order mentioned that the disaster developed to its fullest extent. We worked from Bamfield creek, making our headquarters at the cable station there. Although the dispatches that were sent in from day to day gave the gist of the news, there were many details that could not be forwarded by wire as may be easily understood. In the appended article, therefore, I have endeavored to give as connected an account as possible of our actions from the time we left Esquimalt on Tuesday evening by the steamer *Salvor* until we returned on Saturday evening with two additional passengers, Messrs. Connors, found on Turret Island in an exhausted condition, and Long, another of the survivors, picked up by the Indians in that vicinity.

When the first news of the wreck reached the Times office we could scarcely give it credence, believing that it was one of those canards which so frequently find their way to a newspaper office. Enquiry, however, gave it substantiation, and immediately energetic steps were taken to obtain the fullest possible information. Notification being received that the steamer *Salvor* was leaving for the scene, I was selected to represent the Times, and was sent without the loss of a minute's time to take passage on that vessel. With me was also sent C. R. Patterson of the Times art staff. Although there was some delay in getting provisions aboard, it wasn't long before we found ourselves under way and headed towards the West Coast.

When the passengers gathered in the saloon we were able for the first time to recognize one another, as H. F. Bull-

len, manager of the British Columbia Salvage Company, had collected his passengers very rapidly by telephone. There were Captain J. W. Troup, superintendent of the C. P. R. coast service; Captain Cox, Lloyd's agent in Victoria; Drs. Hart and Redmond, who had been asked to come in case medical assistance might be necessary; Captain Ferris, who volunteered his services; J. W. Lorimer, the Colonialist; C. R. Patterson, the Times artist, with camera and sketching board, who got aboard by means of a small boat at the last minute, and myself. As there was nothing to do that night we retired in order to be prepared for the morrow's exertions.

Wednesday was a stormy day off the coast. The wind was blowing a gale, at least from the southeast, and the surf was pounding against the coast with a noise that could be heard a mile or so away, while the spray, flying skywards, was discernible for twice that distance.

Shortly after daylight I took a position on the bridge. Early that morning the steamer *Queen* had passed us, presenting a beautiful picture, and now she was lying off Carmanah light-house and apparently exchanging signals with Keeper Daykin. Further in the offing was the *Czar* weathering the breakers with a grace that elicited admiration from both Captains Troup and Cox. We also stood into the light-house, but couldn't interpret the code used on shore. This, however, proved unimportant, for the *Czar* scudded up to us and announced that the wreck was much further east, somewhere in the neighborhood of Seabird Islands.

We set off once more in the rear of the *Queen* and *Czar*, and after a couple of hours' steaming reached the scene of the disaster, the particulars of which have astounded the world. The *Czar* first went in as closely as safe; then the *Queen* stood in a little and backed out, and about that time we in the *Salvor* were within sight of all there was to see of the doomed vessel.

There has been so much said about what might have been done on this occasion that I would like to make the unfortunate circumstances so clear that there could be no misunderstanding. Besides the wind, which was so heavy that the vessels tossed and pitched like a chip in a rapid-flowing stream, and the atmosphere was thick with rain. From where we were, with

the use of a powerful pair of glasses, I could make out the outline of the ship's rigging at odd times. When the surf dashed against the rocks and formed a suitable background, the two masts and funnel were perfectly apparent. Then they were lost in blackness, and it took some time to again locate them. The *Czar*, Capt. Christensen, which had got in closer, came to us and reported much the same as what we could make out, except that what appeared to be a bit of old sail was flying from the rigging. Capt. Troup then ordered him to go and report to the *Queen* and then follow us, as we had determined to do everything possible to send assistance around by trail.

Now, the failure of Capt. Christensen to get nearer to the hull and to ascertain that there were people on board has been severely criticised. This certainly is most unfair. He went in as close as any rational seaman would have done under the circumstances, and even had he been able to get in far enough to see those then huddled together upon that part of the stern free from water and clustered in the rigging, it is doubtful whether any good results would have ensued. It wasn't a question of how near we could get. The point was whether or not a small boat could penetrate the boiling surf in safety. Such a thing was outside the bounds of possibility.

But it should be understood that nobody on the *Salvor* dreamt that there were human souls battling with the waves within a mile of them. The general impression was that those who had not already escaped were lost; and such a conclusion was only natural. What remained of the ship seemed to be completely submerged at times, and who could imagine that there could be life under such conditions?

The steamer *Salvor* reached Bamfield creek shortly after noon, and Captains Troup and Cox, accompanied by Mr. Bullen and the newspaper correspondents immediately visited the cable station to learn the latest news. Nothing beyond the fact that there were a number of survivors and that the hull was fast going to pieces was then available. Messrs. Richmond, McKwa and Mousley, of the cable station, had set out over the trail that morning with provisions for the sustenance of the rescued. It was at once decided that a party should be organized, with ropes and as complete an outfit as possible, to extend what assistance was possible to those who, according to a later dispatch from Messrs. Logan and Daykin, were still alive on board and in imminent peril. The men were all prepared and Capt. Ferris was ready and anxious to start out when the information arrived that the hull, unable to stand the pounding of the seas any longer, had fallen to pieces, scattering with it many valuable lives—nobody knows exactly how many. Of course this vetoed the expedition for the time. Next morning the wind had fallen and the sea was much calmer. Accordingly it was agreed that something might be done from the sea, although



ONE OF THE LIFE RAFTS.
 From a Photo Taken by Times Artist as the Raft was being Towed from Turret Island to the *Salvor*. On it are the Bodies of Wallace, Nelson and Gregg. It was Found by the *Salvor's* Men Under Log to Left of Picture.

Description of Some of Bodies Which Came Ashore.

Most of the Survivors and Corpses Taken to Seattle.

the majority were doubtful of the possibility of sending a boat through the surf even then. At daylight the *Salvor* got under way, and being joined by the *Orion*, the whaling boat from Sechart once more proceeded to the scene of the wreck.

On this occasion I did not accompany those on the vessel, judging that it would be better from a newspaper standpoint to proceed down the trail to Pachena bay, a distance of between five or six miles over the trail and just east of Cape Beale. However, Mr. Patterson remained with the *Salvor* and afterwards told of her trip; how she had met the steamers *Queen* and *Topoka*, the futile efforts made to effect a landing, and, in short, the utter lack of success attending those so earnestly endeavoring to reach the beach.

About 10 o'clock Messrs. Jennings, Topping, Cox and myself set off over the trail upon our own little enterprise. We carried with us some provisions and a telephone instrument for connecting with the wire in case of obtaining any further news. After walking for two or three hours over a well-marked but very difficult trail we reached Pachena hut. This is located upon a lovely sandy beach, fully a mile in length, upon which the immense waves boomed, dashing the spray well up towards the bank. At its extreme eastern end is the mouth of the Pachena river, ordinarily a small, insignificant stream, but then a large volume of water sweeping down from the mountains to the sea with great rapidity.

Before proceeding any further I would like to say something about that portion of the trail over which the nine survivors had to travel next day in order to reach Bamfield creek. Superintendent McLaughlin, of the cable station, informed me that the walk from his headquarters to the bay mentioned was a "carriage drive" compared to that piece—a stretch of about ten miles—from Pachena to Darling river, where the sadly small party of survivors had gathered. It is only necessary for me to say that the part I went over was marked by innumerable bogs in which one was likely to sink high-deep, small pools coming over the knees and windfall trees, over which one was forced to climb, and to ask the reader to multiply these by three or four to enable the latter to obtain some idea of the difficulties the already worn-out shipwrecked men had to surmount before reaching Bamfield creek, to them a veritable haven of refuge. While on our way to Pachena we had to ford the river by means of a huge tree, which in one place was covered by at least fourteen inches of swirling water. We managed to get across without being swept off our feet, but later on had to creep through the bush a distance of a quarter of a mile to the beach, the trail proper being covered with water, it then being high tide. From this some conception of how badly an improvement in the trail along the coast is needed may be gathered.

Upon our arrival at Pachena we cut in on the telegraph wire and were fortunate enough to obtain communication with Richmond, who with the two others, having succeeded in the preceding day, had succeeded in reaching Darling and were now with the survivors. He gave me the information in reference to the failure of the boat's crew from the tug *Lorne* to reach shore and the condition of those on land, all appearing in the Times the same day.

Our return to Bamfield was uneventful. The river had already dropped considerably. That night it was decided that a party, including Dr. Hart, should set out for Pachena at daylight next morning, news having been received from Capt. Ferris, who was in charge of the party which started for Darling the same morning that we took the trail, to the effect that he would start back with all the survivors and endeavor to reach Pachena that evening. The doctor and those with him were to carry plenty of provisions and prepare a meal at the last mentioned place for the reception of the travellers who, it was concluded, would be extremely weary when arriving at that beach.

Dr. Hart's company performed their mission right worthily. They got a pot of soup ready, which Willis, the plucky American sailor boy, described as "fit for the gods." Capt. Ferris, with his party of saved and those who had come to Darling to aid in the rescuing, arrived at Pachena earlier than anticipated, somewhere about 3 o'clock. As they staggered into the hut, a one-roomed structure, little more than four by five in size, all unkempt, their clothes in rags, cheeks sunken and eyes bloodshot, feet swollen twice their natural size from exposure and covered with rags torn from blankets for the purpose of walking, the sight was pitiful one and permitted a person to obtain some notion of the extent of their sufferings. The last bit of trail over which they had to come in order to reach Pachena is shown in one of the pictures published to-day. It is nothing but an almost perpendicular

(Continued on page 5.)

RECENT EVENTS AND LIFE-SAVING.

Naturally public feeling in Victoria has been wrought up to a considerable degree of tension by the recital of the story of the sufferings of the survivors of the Valencia wreck passed through before they were rescued.

The first impulse is to call against officialdom generally and to demand why such and such action was not taken to guard against catastrophes.

There are manifestations of this state of indignation, exhibited along similar lines, across the border in the United States. It is held over there that if the American government had provided guides for navigators and life-saving alliances along this coast in the same proportion as such precautions have been taken along the Atlantic coast, there is every probability that the navigators of the Valencia would have been warned in time that they were approaching a dangerous shore, and that at the worst the majority of her complement of humanity would have been saved through the instrumentality of lifeboats.

On this side we are told that such an occurrence would have been impossible along the coasts of Great Britain owing to the splendidly organized system of life-saving that has been established there. May we be permitted to point out that in both cases cited the efficiency of the services is the outcome of long experience. In Great Britain, if we mistake not, the foundations of the life-saving institutions were laid by private benevolence, set in motion by contemplation of the terrible toll taken annually by the sea.

In the case of the Valencia the impotence of those who were willing enough to go to the rescue of the passengers and crew, but who felt that to make the attempt in the face of the prevailing conditions of wind, tide and coast was to invite death to themselves and, therefore, bring no prospect of relief to those on the stranded ship, had the effect of inciting public resentment.

In their wrath, in some cases possibly with something of a less noble character than pity for the lost mingling with their feelings, the agitators are railing at those who, when the period of hysteria has passed away, will be acquitted of any greater degree of responsibility than attaches to the community generally for the consequences of the stranding of the Valencia.

In the case of the Salvor and of the B. C. Salvage Company, not of the Messrs. Bullen, who have contracted to maintain her, perhaps it might be well for the critics to turn up the tender form of the Department of Marine and Fisheries and ascertain exactly what was contemplated by the department when the contract was entered into. In the month of August the following advertisement appeared in the Times: "Sealed tenders addressed to the undersigned at Ottawa, Ont., and marked on the envelope, 'Tender for Maintaining Steamer and Plant,' will be received by the Department of Marine and Fisheries up to the fifteenth of September, 1905, for keeping a wrecking steamer and tender, with all up-to-date wrecking plant, including pumps, diving suits, anchors, chains, boats and other plant, and furnishing skilled labor." There is nothing said in this about life-saving, although it is possible the advisers of the department had the case of the Callian in mind when they made suggestions governing this arrangement to the government. It will be remembered that when the Callian was drifting around helplessly in the straits not a single steamer could be found in Victoria to send to her assistance. The opinion then was, and is, that if such aid had been available there might have been no loss of life whatever as a result of the collapse of the Sound steamer. The fate which has befallen three ships in succession has called public attention to an entirely different phase of the subject of aids to navigation and life-saving. Whether the salvage company in their equipment of a wrecking steamer have complied with the requirements of the department is a matter upon which we are not competent to pronounce. A wrecking steamer, not a life-saving steamer, they were called upon to furnish. This wrecking steamer is not fitted with up-to-date life-saving ap-

WEAVER'S SYRUP. It purifies the Blood and cures Boils, Humors, Salt Rheum. Davis & Lawrence Co., Ltd., Montreal.

pliances. She proceeded to the wreck of the Valencia, when it was found in her case, as in the cases of the Queen, the Topeka, the Cesar, and other boats, that nothing could be done to rescue the people clinging to the partially submerged craft. There are wise men for the most part inexperienced, who say that if the officers and crews of the ships which stood by while the waters completed their work had been men of true mettle, the unfortunates might have been taken off the wreck. We hesitate to accept an opinion which convicts hundreds of capable men of poltroonery. And we must leave the subject with a simple repetition of our previously expressed opinion that if the matter of life-saving at sea is to be dealt with effectively in the light of recent experience, it must be undertaken along entirely new lines after a thorough investigation and report by competent authorities.

HARBOR IMPROVEMENTS.

It will be remembered by our readers that at the end of last September the urgent necessity for the improvement of Victoria harbor was laid before the commission on transportation by a joint committee of the municipality, the Board of Trade and the owners of property along the front of the inner harbor. It was urged that the harbor be deepened to 25 feet at low water, over an area several times in excess of that now existing, in order to enable ocean-going steamers to safely navigate the harbor and approach and land freight at, and carry away manufactured products from, the mills and machine shops in the upper harbor.

At the request of the commission Mr. Sorby prepared plans and estimates to the needed works, proposing to use the waste material in the formation of a breakwater at Brothie ledge and in the reclamation of land adjacent to the Indian reserve. All these facts and particulars were laid before our readers at the time.

Mr. Sorby, who was secretary to the committee, recently called the attention of the Hon. Senator Templeman and Mr. Riley to the matter, urging that adequate provision be made in the estimates for the commencement and steady prosecution of this most important work. He pointed out that "about one-ninth of the whole assessable value of the city is situated along the waterfront, and that probably one-third of the commercial value of the city is directly concerned in the commerce of the port, and that the industries of the city are most seriously retarded by the defective state of the harbor. Mr. Sorby has throughout recommended the nationalization of this harbor, and has always maintained that it would never have cost the city one cent from start to finish.

The following letter has been received from the Hon. Senator Templeman, which speaks for itself.

Ottawa, January 18th.

Dear Mr. Sorby:—I am in receipt of yours of 9th inst., respecting improvements to harbor suggested by you before the transportation commission, together with your estimate of cost of said improvements and of a breakwater at Brothie Ledge.

I have transmitted your communication to the public works department with a request that their engineers may be instructed to take the proposal into consideration and prepare a report as to cost.

I think this matter of harbor improvement, which you have advocated for so many years, should be taken up and be definitely decided. Before I could promise you to accept the scheme you have outlined and advocate a grant this year to commence the work, I should have the views of competent authorities as to the feasibility and cost of the whole work in order that I may feel perfectly sure of my ground. You will, I think, approve of this course.

I shall state that the report be prepared as quickly as possible.

Yours truly,
W. TEMPLEMAN.

The late King Christian of Denmark commenced his career in rather a tempestuous style, but soon settled down as a model constitutional ruler. For a great number of years he was one of the most notable figures in Europe, and, from his family connections, was probably the most influential individual in the world. He will be sincerely mourned by his late subjects as well as in all the courts of the world's greatest nations.

The South African Memorial Association of Toronto announces that it is in quest of information about Canadians who died in the South African war. The South African memorial, which is now in course of completion, will have recorded upon panels around the base the names of all Canadian soldiers who were killed in action, or who died of wounds or disease while on service in South Africa during the Boer war 1899-1902. Illustrated particulars of the memorial will be sent upon request. Address, Sydney H. Jones, Secretary, 28 Wellington street west, Toronto.

FISHING SCHOONER.

ELLA G. IS SAFE. Vessel Has Arrived in Port on West Coast—Anxiety For Other Craft.

(From Monday's Daily.) The sixteen-ton fishing schooner Ella G., Capt. Forrest, and with Capt. McLean, of Sea Wolf fame aboard, which according to a report circulated last night, was the vessel which was seen bottom up in the Straits, is safe in a harbor on the West Coast of Vancouver Island. This news was received from the vessel by Mr. Finch, one of the owners, and will dispel much gloom. The Ella G. cleared for Kyuquot on the 17th, and that she has not previously been reported doubtless accounts for the rumors that she and the schooner, have been unfavorable. Reported upon as regards condition, varieties and quality.

SECOND COUNCIL MEETING OF WEEK.

AMENDMENTS TO THE MUNICIPAL CLAUSES. Report Dealing With Same Again Re-vised and Adopted—Tramway Matters—Other Business.

Previous to the regular meeting of the city council Thursday the Mayor and aldermen sitting as a board of health, discussed the annual report submitted by Dr. Robertson.

Ald. Fullerton wished to know the number of cases in the Isolation hospital.

Dr. Robertson said that there were three cases of scarlet fever, the expenses of which the city will have to meet, and three whose expenses fall on the province. There was also a case of diphtheria. The city cases were convalescents.

Ald. Vincent wanted to know if the provincial cases came from outside the limits of the corporation.

Dr. Robertson answering affirmatively, Ald. Vincent said that these cases should not be included among the city's statistics, as they were misrepresenting.

On motion of Ald. Yates the recommendations in the report with reference to the scale of fees was referred to the finance committee.

The report was then adopted, and the budget of health was agreed to.

The business of the regular semi-weekly meeting of the city council was then proceeded with.

The local manager of the B. C. Electric Railway Company gave notice of the company's intention to extend the Government street tramway line to Bay street, and asked for the city engineer to give the necessary grades, etc.

Ald. Fullerton drew attention to the manner in which the company abuse their privileges, mentioning a case in point of a street in James Bay last year. The city should see that its rights are protected; it had been too easy.

His Worship endorsed much of what Ald. Fullerton said. The streets, bridges and sewers committee should arrange for witnesses to note the condition of the street before the improvement is carried out.

Ald. Fell said the interests of the city were best served by the present practice. The city engineer estimates the cost of repairing the street and the city only pays its share. This was as good a practice as any he could suggest.

Ald. Stewart pointed out that where the people were in ignorance was that once the work was done by the company the city had no hold on it.

The request was granted.

Messrs. Moore & Whittington wrote wanting assurances that on erecting more houses on Heyward avenue the city would extend to the same sidewalk and sewer connections.

Referred to streets, bridges and sewers committee.

The city building inspector submitted a plan of small brick building on the Pemberton property, which was approved.

The legislative committee presented a lengthy report on the clauses contained therein having been dealt with by the council last year.

Ald. Yates thought the report a very bad one.

Ald. Fell said that all the recommendations had been approved by last year's council.

Ald. Yates moved that the report be laid on the table.

Ald. Fell said that all the amendments were published in both papers. The matter went over a week he would be absolved from all responsibility, as the committee in the House would meet on Monday.

To get over the matter Ald. Yates moved in amendment to take up the recommendations and go over them one by one.

Ald. Davey was also a little in the dark, and would like to have all the amendments reviewed.

Ald. Fullerton thought that there

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DODD'S KIDNEY PILLS CURED ROBT. BOND OF BRIGHT'S DISEASE.

His Doctor Who Said There Was No Hope For Him, Now Pronounces Him Well—He Tells His Own Story.

St. Brydges, Ont., Jan. 26.—(Special.) Among the many people in this neighborhood who tell of the great work Dodd's Kidney Pills are doing, none is more emphatic than that old and respected citizen, Mr. Robert Bond.

"I believe I owe my life to Dodd's Kidney Pills," Mr. Bond says. "My attending physician said I was in the last stages of Bright's Disease and that there was no hope for me. Then I commenced to take Dodd's Kidney Pills and used in all twenty boxes. Now I eat well, sleep well, and my doctor says I am well. Dodd's Kidney Pills and nothing else cured me. Do you wonder I am always ready to say a good word for Dodd's Kidney Pills?"

What will cure Bright's Disease will easily cure any other kind of kidney disease. Dodd's Kidney Pills will always cure Bright's Disease. They are the only remedy that will cure Bright's Disease. Be sure you get Dodd's.

BRITISH COLUMBIA FRUIT.

Apples Shipped to Sydney Gate Every Satisfaction—Market For Pears.

The following excerpt from the weekly report of Trade and Commerce of 15th January, is transmitted for publication by the deputy minister of agriculture:

"The second shipment of British Columbia apples, which arrived at Sydney, ex Mowara, early in November, landed in splendid condition, and the grading of the fruit gave every satisfaction. Had more care been exercised in the first shipment, which came forward in October, the results would also have been gratifying to the importers for the fruit arrived to a bare market, besides which the reputation of Canadian apples would have been upheld. Shipments of apples and pears received at Melbourne and Sydney from Seattle by the Vancouver steamer, have been unfavorable. Reported upon as regards condition, varieties and quality.

"The shipment of pears received in Melbourne early last month from Seattle landed, owing to want of care in packing, in splendid condition, it is utterly wrong to pack delicate fruit like pears in a bashed case for export, because, ripening as it does even in cold storage, every bump the case receives damages each individual fruit. The few cases that arrived in good condition were very delicious and brought 18s. (say \$4.80) per case. Should British Columbia fruit growers decide next season to export pears to Australia, they should pack them exactly as they would pack eggs, and the results will more than justify the extra expense, for there is no kind of exotic fruit more highly appreciated in Australia, or which commands a better price."

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David Spencer Ltd. WESTERN CANADA'S BIG STORE.

Tuesday and Wednesday TWO DAYS MORE OF JANUARY BARGAINS. \$55 to \$125 Cloaks Tuesday \$25.00. \$20 Raincoats Tuesday 7.50. \$2 Waists Tuesday 50c.

Two More Days in Shoe Dept. Before Taking Stock.

Women's Patent Shoes, at \$5.00, pair, \$3.90. Women's \$2.50 and \$3.50 Satin Slippers at \$1.75. Boys' \$2.50 Winter Shoes at \$1.25.

2 More Days in Which to Buy Men's Suits at \$5.00 Worth Double and More.

Two More Days of January Bargains in Stationery, Soaps, Books, Etc.

Paper (note size, ruled), Linwood, cream wove, 1,000 quires, Monday, per quire, 5c. Envelopes to match, per package, 5c. Hurd's Holland Linen Note Paper, grey, blue and white, per quire, 15c. Envelopes, per package, 15c. Writing Tablets (note), 48 sheets, ruled, each 5c.

Toilet Soaps Books at 15c & 25c.

180 boxes only for Monday, assorted perfumes, 25c. and 30c. per box. Monday, per box, 15c. Wonder Values Published at 25c., 35c. and \$1.00; 400 titles to choose from.

Annual Whitewear Sale COMMENCES THURSDAY, FEBRUARY 1st. February Furniture Sale COMMENCES MONDAY NEXT.

was one matter that should be brought before the House immediately, and that referred to the park for North Ward.

His Worship minded Ald. Fullerton that he was speaking of something not before the meeting. The report had now to be dealt with.

It was finally agreed that the report should be taken up in a separate session. The motion was taken by Ald. Yates to one proposal contained therein dealing with the borrowing of money, but this objection was voted down.

His Worship interjected that he noticed in a municipal report that the most successful city now was the city that did not borrow money at all, but ran its business out of the current revenue. "It seems to me," continued His Worship, "that we will have to face this sooner or later."

With reference to what constituted a household, Ald. Yates asked what was meant by rent. There were cases in families where this was construed to mean the work done by members of the family for their parents. The intention was to put a stop to fictitious votes.

He moved, seconded by Ald. Davey, to insert the words "in cash" after rent in the clause.

The motion was defeated. Ald. Stewart pointing out that it would be very difficult to change the clause to suit all purposes.

Ald. Fullerton wished to have a clause added providing for a compulsory referendum. This was agreed to.

The report was then adopted as amended.

The streets, bridges and sewers committee reported, recommending work on Taunton street be done at a cost of \$53.

The report was approved.

The motion of Ald. Davey asking that the B. C. Electric Railway Company be requested to extend its line on Saanich road was then brought up.

This was adopted unanimously.

Ald. Davey thought it was unnecessary to say anything on the subject. The motion commended itself to the best judgment of all. Members of the council were familiar with the history of this line. A number of people built houses in the north end of the city who were unable to walk after the track was removed. He believed that the manager had already been approached, and had consented to bring the matter before the officials of the company. He understood that the company were prepared to comply with the request on conditions. In fact he had it from the manager himself that if a resolution of the kind moved was passed it would greatly strengthen the latter's hands.

Ald. Lewis Hall's motion next came up. It was as follows: "That the legislative committee be instructed to wait upon the provincial government and impress upon them the urgent need of introducing legislation during the present session, placing the responsibility of raising all moneys for school purposes, not provided for by the government, upon the school trustees, on somewhat similar lines to those in vogue in Winnipeg."

As a former member of the school board, the mover said in defence of his position that he believed the school trustees should be directly responsible to the people, and to their own financing. This was done all over the Dominion except in British Columbia.

Ald. Yates did not see the use of the motion. The city had already the power to levy 5 mills. This was adequate for all needs.

Ald. Goodacre endorsed the motion. It was something he had been advor-

THE COFFEE DIFFICULTY SOLVED BY USING DIXIE COFFEE. A PERFECT BLEND OF OLD GOVERNMENT JAVA AND GENUINE ARABIAN MOCHA. At 40c Per Pound. DIXIE H. ROSS & CO. PROGRESSIVE GROCERS. 111 GOVERNMENT STREET. Where You Get Good Things to Eat. R680.

ing for years. The people did not know how much was taken for school purposes.

Ald. Fullerton also agreed with the motion.

Ald. Yates said that the principle of the motion was to place the cost of education on property. The city had other sources of revenue.

Ald. Douglas moved that the motion be laid over for a week.

Mayor Morley said he agreed with the principle, but there were many things to be considered, and it might be well to lay the matter over.

The matter was laid over for a week. A lengthy report of the city solicitor on the Municipal Clauses Act was received and filed.

The Annual Loan By-law was next adopted.

Taking up the subject of committees, Ald. Stewart recounted the history of the formation of the streets, bridges and sewers committee, showing that where the whole council were dealing with a piece of work they were not harassed, where only a few members are on the committee it meant that days might be spent, whereas now, with the advice of the engineer, only a few hours were needed for work. He moved that the mayor and whole council form this committee.

His Worship said Ald. Stewart was out of order. He was quite interested, however, in hearing the alderman's remarks, but they only served to show the necessity for a change. He was determined to give his proposal a trial. He had found small committees work best, and was anxious to make these committees responsible for each debt of the city.

Ald. Douglas also expressed his opinion on the matter.

Ald. Yates, in giving his views, said that he was opposed to a small committee for the reason that it admitted

of wire pulling. Since His Worship was determined to have a small committee formed he wanted other committees dispensed with.

After further discussion the matter dropped.

His Worship said that he did not propose that the health report should be dealt with in the manner it had been, and instanced this as a case where a committee to oversee would be useful.

The council adjourned shortly after 10 o'clock.

PENDRAY'S FACTORIES.

Excellent Progress Being Made on Buildings at Laurel Point.

Splendid progress has been made by the contractors, Messrs. Moore & Whittington, at W. J. Pendray's new factories at Laurel Point, under the supervision of the architect, W. Ridgway Wilson. In the paint factory the machinery is in position, and it is expected will be running by the end of the present week.

The soap factory, a three-story structure, is fast nearing completion. Large vats made by the Victoria Machinery Depot to hold 20 tons are being placed in position. The floors throughout are made exceptionally strong, the girders being reinforced by Fletcher plates in the centre. Elevators furnished by the Hinton Electric Co. are being placed in both buildings. The frame is raised for the warehouse, 75 to 100 feet, on concrete foundations. The brick portion of the varnish factory is well under way and foundations are completed for the melting house. With a continuance of the present fine weather the buildings will soon be completed and give permanent employment to a large staff of men.

Return of all letters of that have passed between the British Columbia government since the "Songhees Reserve" relating to the said Songhees, or the removal of them.

The House adjourned on Monday.

Victoria, Jan. 26.

The legislature this afternoon record sitting. That is it that it was a sitting and adjournment was reached minutes of the opening.

The government was made late to the members and ready to take only a constitutional form of a walk across to the Parliament building. It was expected that the ministry will provide a sitting for the next week. To-day's gathering as well as have been dispersed.

Prayers were read by Rev. Campbell.

A petition was presented to the House praying for the incorporation of North Vancouver.

Extension of Timings.

Dr. Young presented a petition on private pending that the time for petitions be extended to January 31st.

The rules were suspended, and the following bills were

PROCEEDINGS OF THE LEGISLATURE.

(Continued from page 1.)

ser of the creditors who the money supplied show in the bill. This bill affords for hard up my name to the legislature.

He moved in amendment by W. G. Cameron: "The word 'that' be struck out, owing inserted in lieu of statements set out in the bill, and that in the bill, in question in the bill, be amended to read: 'a special committee of five members of the House, to investigate fully, and report to the House, the circumstances, and the names of the persons, who, with power to inquire, examine witnesses viva voce, send or call for records, gather evidence, and report to the House.'"

Premier McBride said that he would not accept the principle at stake in the bill, as that involved the House in a question of the big sections of the Fraser. The reputation of others would be affected if it were to go abroad that they were in the wrong. The circumstances were most peculiar.

C. W. Munro said that he stood the case the people's sympathy of Dewdney had refused to give the count for six years each. Charity had been mentioned, but the escape thought that the escape for the period named was a piece of charity. This also consideration in mind. He lamented the utter information on the John Oliver wanted to many settlers there were settlers in it he would opposition.

The premier said that about 60 settlers in the of Dewdney. He would be fullest information when went into committee.

Mr. Oliver said the proposal avoiding the dykes had been represented been washed away. But from the House that the dyke a great part of its used as the road bed for the dyke was not washed in the contrary only a which could be repaired than any other individual for his own dykes.

One of the corporations represented in this transaction one. It had the of being of a most grand

The premier wanted the Mr. Oliver said this was a corporation. This corporation of selling out many of the information of the name of the corporation.

Mr. Oliver said that if would support the motion, committee that he would people of the province, a slight to be made that the remaining residents outside the dyking area.

J. H. Hawthornthwaite reason for opposing the stage. In committee he stated that all the section posed a charge upon the Dewdney municipality.

ways held that the province to pay off this indebtedness. The amendment was proposed by the following division:

Yeas—Messrs. Davidson, Ingham, Williams, Tatton, Cotton, Clifford, Bower, Green, Fulton, Garden, W. Clifford, Macgowan, Sha, Manson—26.

Nays—Messrs. Drury, Murphy, Jones, Evans, O'Connell, Henderson, Munro, Wells, Cameron, Ellison—17.

The bill passed its second reading by a vote of 43 to 17. The House adjourned on Monday.

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and read a first time. By Hon. R. F. Green—A bill to amend the Land Act and a bill to amend the Dyking Assessments Adjustment Act, 1905. Private Bills. The following private bills were introduced, read a first time and referred to the railway committee: By W. Manson—"An act to incorporate the Ashcroft, Barkerville & Fort George Railway Company."

INSURGENTS AND TROOPS IN FIGHT. PEASANTS REINFORCE THE REVOLUTIONISTS. Russian Generals Adopt Drastic Measures to Crush Revolt—Two Hundred and Fifty Executions. St. Petersburg, Jan. 27.—A dispatch from Rome says that half the town is in flames, and that fighting is going on in the centre of the town between the troops and the revolutionists, who have been reinforced by the peasants of the surrounding districts. The order extended to five counties around Rome.

ACCUSED OF THEFT. Two Young Women Accused of Stealing From Store. New York, Jan. 27.—The Times says two young women, handsomely dressed and wearing diamonds, rode up in an automobile to a Broadway department house yesterday afternoon to shop. As they stepped from the vehicle one of them laughingly spoke to her companion about her approaching marriage. "Just think," she remarked with a smile, "two weeks more and Jim and I will be on our honeymoon." She spoke of having \$200 and that she would spend every cent of it.

COLLISION ON RAILWAY CROSSING. STREET CAR CONDUCTOR INSTANTLY KILLED. London, Jan. 26.—While crossing the Grand Trunk tracks at Richmond street crossing last night the "Victoria" a special street car, was struck by a freight train, killing H. Jopson Moore, the street car conductor. There were seven passengers in the car, but none was injured beyond a shaking up. The engine struck the rear platform of the car upon which Moore was standing. He was caught between the car and engine and horribly crushed, his neck being broken, skull fractured, both arms pulled out of the sockets and several other bones broken. He was dead when picked up. He leaves a widow and four children. It is not known who was at fault, as the gate tender signalled the car and closed the rail to allow the other car to pass over the tracks immediately after the east bound train had passed, and not seeing the west bound freight, had the semaphore down allowing the freight a clear track.

NO MAN STRONGER THAN HIS STOMACH. The celebrated Dr. Abernethy of London was firmly of the opinion that disorders of the stomach were the most prolific source of human ailments in general. A recent medical writer says "every feeling, emotion and affection reports at the stomach (through the system of nerves) and the stomach is affected accordingly. It is the vital center of the body, the function of digestion in its several stages up to the preparation of the food in forms which are suitable to be added to the structure," meaning the structure of our bodies. He continues "every physical action from simple breathing, thinking and circulating of the blood to the most active bodily exertion wears out portions of the structure (of our bodies) and they become decayed and require to be taken away speedily. Much of the food which we take, and especially when unwholesome or in excess, adds to the waste material, and when it has undergone chemical changes is still more mischievous." Then he goes on to the effect that the nervous system prompts every part of the circulating system. He says "it gives its message every moment to the brain, the glands and follicles to unload themselves of waste material so that the current of blood may carry it away."

There was a little daughter sleeping up-stairs, and she was rescued in her night clothes. Calgary Improvements. Calgary, Jan. 26.—The sewer system is being extended on the basis of preparation for a population of 50,000, which it is thought the city will have attained during the next few years. Serious Flood. Chatham, Jan. 26.—The river Thames is running wild at this point, and serious results are feared if the flood does not soon abate. All wharves and docks are submerged on Thames street and the lower portion of the town is under water, all cellars and business basements being flooded. The old police station on the river bank is submerged and the Canada Flour Mills and other small factories along the river are flooded to an extent which has caused a shutdown. Immigration Agent. Toronto, Jan. 26.—The Ontario government is sending a travelling immigration agent to the Old Country to look after Ontario's interests in the selection of settlers. For Death of Son. Toronto, Jan. 26.—The assize court has awarded \$21,000 damages to Aaron Stephens of Scarborough against the Toronto Railway Company for the death of Russell Thomas, Stephens' son, on Thanksgiving Day, 1904, in a collision between a street car and a freight train at Queen street east crossing. AVOIDED MAIN POINTS. Heads of French and German Missions Discussed Generalities. Algiers, Jan. 26.—Count Von Tattenbach and M. Regnault, respectively the German and French specialists on Morocco, to-day began the first of a series of detailed private discussions with the object of reaching an agreement outside the Moroccan conference, and Herr Von Radowicz, head of the German mission, at their meeting yesterday, while most pleasant toward each other, avoided touching upon anything except the general ground. Herr Von Radowicz remarked on one point: "Well, you know we could not let you have the policing of Morocco." "I assure you we will not ask you for it," replied M. Revol.



HANCOCK COMING ON BOARD SALVOR. The Chief Cook, Boarding the Vessel at Toqnoi, Whither the Salvor went for the Survivors. Hancock is Wearing a Sacque Coat. Capt. Troup (in Overcoat) is Walking Alongside of Hancock. Photo by Times Artist.

Wendt are now operating in the western district with 10,000 troops, completing a circle in which the revolutionists are being gathered. The generals have the names of the leaders of the revolutionists, who will be tried by court martial when caught, and either shot or imprisoned. The majority of these already executed were Lettish teachers or students. The revolutionists have stopped burning buildings, but occasionally they fire on the troops. Altogether the revolutionists in this district burned two hundred castles valued at four million dollars, without including the contents which they contained.

DISCUSSING TAXATION. Delegates to Moroccan Conference Tackle a Knotty Problem. Algiers, Jan. 27.—The plenipotentiaries resumed their sessions to-day, and spent a couple of hours going over the work of the committee on Moroccan revenues. The powers have several main objects in examining the lack of system, and trying to regulate it. The conference seems disposed also to reduce the number of so-called "protected" versions in the shape of taxation because they are foreigners or in the service of or in partnership with foreigners. "You have only left me the poor tax," said the Sultan to the foreign ministers at Fez when the subject was discussed there some time ago. Part of the plan under consideration to-day is to limit foreign protections and to introduce land taxes. It was proposed in committee to tax land-lords. Sadi Mohammed El Mokri, one of the Moroccan delegates, said: "Tax the tenants. We can never find the landlords. The occupants of houses always say they are tenants." M. Revol, chief of the French mission, who was formerly governor of Algiers, and who, therefore, is familiar with North African conditions, remarked: "Tax them both, then you will catch one of them." One perplexity is the status of the Chief of Wazzan, who is revered throughout the Barbary states, and is very rich, and is also a large land owner in Algiers. His influence is religious rather than political. The failure of the ministers at Fez to agree on a new taxation was due to the objection of the French minister to tax the Chief of Wazzan. JUSTICE YIRNEY'S DECISION. Has Removed the Bible From Court—Was a Desecration to Use It There. New York, Jan. 25.—Justice John M. Yirney, of a municipal court in the Bronx, has abolished the use of the Bible in his court. Explaining his action, he said: "I have removed the Bible from use in my court. It was a desecration to use it there. Lying words from the mouths of witnesses made its use a mockery, a travesty. 'I now swear or affirm a witness with uplifted hand, but it really has no significance to my mind. I would prefer to let every person tell his or her story without either oath or affirmation, and then to do the best I can toward ascertaining the truth.'" STORES DESTROYED. Winnipeg, Jan. 27.—A dispatch this morning from Hague, Sask., says: "Fire this morning destroyed Eriksen Bros' store, Hildebrand's store, Peter's furniture store, Herich's bowling alley and Hildebrand's pool room. Loss, \$20,000."

PROCEEDINGS OF THE LEGISLATURE

WILL NOT CONSENT TO INVESTIGATION

Premier Refused Absolutely to Allow of Committee Looking into Disincorporation of Dewdney.

(From Thursday's Daily)

Victoria, Jan. 24th. The legislature today reached its first division on a motion of Parker Williams to restrict the working of the Small Debts Act to sums exceeding \$100 accruing due to workmen.

The shipping disaster on the West Coast attracted the attention of the House to the necessity for life-saving facilities, and a resolution was accordingly passed upon the subject.

The proposed disincorporation of Dewdney called forth a debate, John Oliver J. R. Brown, and T. W. Patterson showing up the injustice contemplated by the government measure the government discriminated with respect to the dyking areas in Dewdney.

Prayers were read by Rev. J. Campbell, Ph.D. Petitions.

The following petitions were read and received:

From L. W. Shatford, for leave to introduce a private bill to incorporate the Southern Okanagan Railway Company.

From E. V. Bodwell and others, for leave to introduce a private bill to incorporate the Copper River & Telkwa Railway Company.

From James R. B. and others, for leave to introduce a private bill to incorporate the British Columbia Central Railway Company.

From the Midway & Vernon Railway Company for leave to introduce a private bill to amend its corporate act.

From Harry Bennett and many others, re game preservation and game licenses.

From R. L. Patterson and others, for leave to introduce a private bill to conform to the British Columbia Northern & Mackenzie Valley Railway Company certain rights granted by the B. C. & Yukon Railway Company Act, 1903.

Valencia Wreck.

The standing rules and orders were suspended to enable the following resolution to be moved, on motion of W. Manson, seconded by J. Oliver:

That in view of the appalling loss of life caused by the wreck of the steamer Valencia on Monday, January 22nd, on the west coast of Vancouver Island, the third accident of a similar nature within the last few weeks, the attention of this House be directed to the necessity which exists for the establishment of life-saving appliances on that coast; and

That an honorable address be presented by this House to His Honor the Lieutenant-Governor, praying His Honor to cause to be brought to the attention of the Dominion government the urgent necessity for the establishment of a life-boat station or stations at suitable points on the west coast of Vancouver Island, and that a steamer be provided to patrol that coast continuously, particularly during the winter season; and that all possible steps be taken to ensure the collection of life and property on that rough and rock-bound coast.

And that copies of this resolution be sent to the senators and members of the House of Commons at Ottawa.

Mr. Manson, in support of the motion, said the harrowing scenes witnessed by the people of his own district within the past few weeks had urged him to make this motion. He thought that the House would support it unambiguously. Its object was the establishment of a lifeboat station somewhere on the West Coast, and he felt sure that as far as the provincial government could assist by providing sites in any other way, they would be willing to do everything in their power to do so.

Mr. Oliver, in seconding the resolution, said he did so with a feeling of sadness that it was necessary for the House to pass a resolution of this kind. It was a matter of national regret that such appalling disasters should happen upon their shores as had happened within the past few weeks. These accidents were becoming sadly frequent, and it was appalling to think that not only men, but women and children, had lost lives which might have been saved had the proper appliances been on hand. No help could be found nearer than Victoria, and from what they could learn, owing to the stormy condition of the weather, even the vessels that had gone out were unable to give the assistance that might have been given with boats right on the spot. He was perfectly aware that the provincial government was not at all to blame for this in any way. It therefore devolved upon the government of the Dominion, which, with its large available surplus, should have no difficulty in providing means whereby these disasters might be largely averted in future. It was a bad thing for the Dominion that these accidents should take place, and above all on the shores of the Pacific Ocean, where trade was on the eve of rapid development.

ALLEN'S LUNG BALSAM will positively cure deep-seated COUGHS, COLDS, GHOUGH. A 25c. Bottle for a Simple Cold. A 50c. Bottle for a Heavy Cold. A \$1.00 Bottle for a Deep-seated Cough. Sold by all Druggists.

How to Cure A Burn Apply Pond's Extract—the old family doctor—it will relieve the inflammation immediately. Cures burns, bruises, cuts, sprains, rheumatism, pain, etc. For over 60 years Pond's Extract has been the reliable family remedy. Imitations are made in every country. Pond's Extract is pure, powerful, priceless. Sold only in sealed bottles under shell wrapper. ACCEPT NO SUBSTITUTE.

ment. He felt sure that the House would be unanimous in calling on the Dominion government to do all that was possible to avert such appalling disasters in future. (Applause.)

Premier McBride expressed his entire concurrence with the mover and second of the motion, and said that it was a matter of regret that the legislature should be compelled to take the matter up, it might at least materially assist the Federal authorities of British Columbia in taking the proper steps for the protection of our Pacific shores. When the late Hon. Mr. Prefontaine was visiting Victoria a few years ago, the matter had been brought to his attention, and he had expressed regret that there were not more callings appliances on the coast, and he was sure that he had lived some measures would have been taken to that end. It was as the member for Delta had said, a matter of very great regret that these accidents should have happened with such alarming frequency of late, because the stories that would go out would create an impression not at all favorable on those who were acquainted with the splendid climate British Columbia enjoyed. People would think that the climate here was severe, and we were subject to storms and fogs and other conditions prevalent in other parts of North America. These conditions, it was true, sometimes prevailed around Cape Flattery, but they were not at all permanent in this part of Canada, and a knowledge of the true conditions would at once dispel any idea of the kind. It was therefore the very best interests of the province that measures should be taken to prevent a recurrence of such disasters in future. He thanked the member for Delta for his kind and generous reference to the provincial government in this connection, and assured the House that the government would not fail to discharge any duties that might be cast upon it by reason of this terrible disaster. (Applause.)

Mr. Hawthorthwaite called the attention of the House to one aspect of the question that seemed to have been overlooked by members on both sides. While called attention to the necessity for life-saving stations on the coast, they seemed to forget that in this province every day lives were being lost in other industrial pursuits. These accidents were incidental to production as they were being carried on at the present time. It was merely a question of cost with the predominant capitalist party, and as human lives were the cheapest things that existed in the market to-day, less pains were taken to protect them than to protect anything else. He congratulated the gentlemen for bringing forward this resolution, which was certainly badly needed since the wreck of the Island had been shocked by accidents of a similar nature. He referred to the cases of the Clallam and other vessels. This question of cheapness never more strongly shown than in the case of the Clallam, when it was found that the life belts provided for the women and children were useless because they were loaded with lead by a shoddy manufacturer, and the lifeboats were rotten. The same thing still prevailed. They learned that this vessel, the Valencia, was built 22 years ago, and was absolutely unfit for carrying valuable human lives on this coast. While sorry to introduce a seemingly discordant note, he wished to assure the House that his party was sincere in wishing that human life might be safeguarded in every possible way. He only wished to point out that they must continue to face this appalling loss of human life until such time as men were intelligent enough and humane enough to understand the causes and to remedy them. (Applause.)

The motion was then carried unambiguously.

Stanley Park.

On the motion of W. J. Bowser, seconded by Geo. A. Fraser, it was resolved, that an order of the House be granted for a return of copies of all correspondence between this government and the government at Ottawa in relation to the granting of a lease of Stanley park at Vancouver.

Small Debts Act.

The report on the bill to amend the Small Debts Act was considered. Mr. Williams moved to add the following new section: "Section 5 of said chapter 13 of the statutes of 1901 is hereby amended by adding thereto, at the end thereof, the following words: 'Provided always, that this section shall not apply to any debt not exceeding \$100 due, or accruing due, to a mechanic, workman, laborer, servant, clerk, or employee, for or in respect of wages or salaries.'"

Parker Williams said he moved this amendment because by the Small Debts Act of 1901 power was given to a creditor to hold the wages of a debtor against whom he had a claim. As far as this applied to the wage earner there were great objections to the practice of being allowed to hold the wages of a workman before he had received them, because the motion picture received the wages the day after the workman had been promised and the confidence of his employer was shaken. Worst of all when the matter came up before the Small Debts court it was very often found that the debt was not owed, but the damage to the man's character was already done. If the debt really existed the debtor might in the Small Debts court be given time to make payment, but after a garnishee he was allowed no time. On general principles there were great objections to allowing a creditor to seize the wages of a workman before any claim had been proved against them.

W. J. Bowser, in support of the amendment proposed by the member for Newcastle as class legislation of the worst kind. It meant that the

laboring man who owed debts up to \$100 was to be protected as far as the courts were concerned. If a man incurred debts it was his duty to pay them. The result of the bill would be that the storekeeper who owed the wholesale merchant was unable to pay his debts because the workman failed to pay his bills. Some had no claim against him. The County courts at present, the workman was protected to the extent of \$40 a month in the case of a married man at least, and in the Small Debts court he was protected to the extent of \$30 a month, which was sufficient protection in case a garnishee was obtained. A man could run debts as he thought fit, and at the end of the month his creditor would have no recourse at all. It had been held that there was no better way of enforcing a judgment than by attaching money that was in the hands of some other person than the one to whom it belonged. A man might utter away his money otherwise than drinking and gambling, and the creditor could not help himself, but the member for Newcastle wanted to protect the workman against some one who might not take the money as he did himself. If this bill means that the Small Debts court had no jurisdiction under \$100, then that court might as well not exist at all.

Mr. Wilson said he regretted to find that he was not in accord with his colleague from Vancouver. To say that the amendment would help the workman to defraud his creditors because it did not allow his wages to be garnished was an aspersion on the character of the workmen of the province. There were of course all kinds of workmen, as there were all kinds of men in other professions. Some were honest, some dishonest, but there were also those who were unfortunate, and it was to help the latter class that the amendment was intended. The object was not to release the workmen from their obligations, but to provide that their wages should not be seized until the charges against them were proven. He regretted that their laws in this connection were not in accord with England, which provided that if they were not in accord with England, they should be in accord with the United States. In this country they were not in accord with either. He pointed out that personal property from him before the charge against them had been proved, but they could attach the wages that he had earned, and on which he depended for his support. The result of this was that the wages of these men were surely as much their property as houses and lands in other cases.

T. W. Patterson said he saw no necessity for the amendment. In the case of a dishonest man he would not call upon the law to make him pay his debts; in the case of a dishonest man it was neither his right to protect him; and in the case of an unfortunate man it was not unfair to ask that the creditor should be allowed to share his misfortune.

"I repeat," said Mr. Patterson, "in the case of an honest man this amendment is entirely unnecessary, and I don't think that the House should pass any act to protect dishonesty, and I think the people of British Columbia have always been just and wise in this time of protection of the unfortunate." (Applause.)

The amendment was defeated on the following division:

Nays: Messrs. Drury, Brown, Evans, Murphy, Jones, Tanner, Davidson, Cameron, Cameron, Hawthorthwaite, Williams, McRae, Wilson, Houston, Green, Wright—16.

Messrs. Drury, Brown, Evans, Oliver, Patterson, Hall, Tatlow, Cotton, Cameron, Gairdner, Bowers, Fraser, Ross, Fulton, Clark, Taylor, Young, McGowan, Shatford, Grant, Manson—21.

Companies Act.

The bill to amend the Companies Act by providing for the registration of directors was considered, and passed its third reading.

Mr. J. F. Garden asked the hon. chief commissioner of lands and works the following question: Is it the intention of the government to construct roads through lot 540, in order to give access to the land owned by Grey for sale and settlement?

The Hon. R. L. Green replied as follows: "Yes, it is the intention of the government to open up certain streets in the partial sub-division of lot 540, lying to the west of the naval reserve."

Assessment Act.

On the adjourned debate on the amendment to the Assessment Act J. Murphy, who had moved the adjournment of the debate, said that he would not do so, but he could only discuss the bill in connection with the bill on the granting of a lease of Stanley park at Vancouver.

John Oliver pointed out that by the wording of the amendment a large property owner who might have friends in the neighborhood of wild land, might take advantage of the lower rate of taxation. Such persons' holdings, under the class of real property, independent of wild land, etc., would be small, and thus they escaped with reduced rates. This was not surely the intention of the act. It was intended to give assistance to small property owners only.

The bill passed its second reading.

Mr. J. R. Brown called to the attention of the House a bill introduced by Mr. J. R. Brown, which was defeated by a vote of 14 to 14.

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incorporate?" The Premier explained that the incorporation was undertaken by the land owners of the district chiefly for the purpose of dyking the land against floods. This dyke was washed away by the heavy floods of 1894, and thousands of acres flooded. As a result, the dykes and the dyking were abandoned and moved away, and though some others came in, they did not find themselves able to keep up payments on the heavy debt that had been incurred by the dyking and since 1894 things had stood idle in the district. There had been no councils, no municipal elections, and the whole machinery of the municipality had stood still. He advanced the companies that had advanced the money for the dyking, such as the Sun Life Insurance and the Yorkshire Banking Corporation, had been filing their claims, and if they followed them up as they had a right to do, a man might find himself insolvent. The ordinary outstanding debts of the municipality had been settled, and the only ones left were those of the Sun Life Insurance company and the Yorkshire Banking Corporation, which were both willing to compromise for payment on receipt of the principal of their debts.

Mr. Wilson said he regretted to find that he was not in accord with his colleague from Vancouver. To say that the amendment would help the workman to defraud his creditors because it did not allow his wages to be garnished was an aspersion on the character of the workmen of the province. There were of course all kinds of workmen, as there were all kinds of men in other professions. Some were honest, some dishonest, but there were also those who were unfortunate, and it was to help the latter class that the amendment was intended. The object was not to release the workmen from their obligations, but to provide that their wages should not be seized until the charges against them were proven. He regretted that their laws in this connection were not in accord with England, which provided that if they were not in accord with England, they should be in accord with the United States. In this country they were not in accord with either. He pointed out that personal property from him before the charge against them had been proved, but they could attach the wages that he had earned, and on which he depended for his support. The result of this was that the wages of these men were surely as much their property as houses and lands in other cases.

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conditions. Greenwood had passed through an experience such as this. Why should discrimination be made in favor of Dewdney? Considerable capital had been advanced by the government, and the fact that Delta farmers were well off and that sufficient taxation was not borne by them. Mr. Brown wished to know who was to blame if the farmers of Delta were not paying their share? The government should see that it was collected. The farmers could not be expected surely to come and offer to increase their taxation. Relative to the New Westminster Farmers' Association, the Delta farmers, Mr. Brown pointed out that these farmers paid a high percentage of the tolls which were collected there, and thus were paying an increased share in the maintenance of the bridge to what other parts paid.

The debate was adjourned on motion of Hon. Chas. Wilson.

(From Friday's Daily)

Victoria, Jan. 25th. In the legislature this afternoon the Private Bills Committee reported on the relief and disincorporation of Dewdney municipality. The leader of the opposition contributed to the debate showing that the principal involved in the bill was a very serious one. He introduced, in spite of the fact that sympathy might be felt for the settlers involved. The opposition pressed for a full investigation into all the circumstances connected with the question.

On motion of Stuart Henderson and W. G. Cameron it was proposed that a special commission go into the subject and report to the House.

Premier McBride showed unmistakably that he was not prepared to agree to the amendment. He emphatically refused to consent to such an arrangement, and in doing so grew quite warm. Follower Ellison alone of the opposition in their motion for investigation by a committee. The House divided on the proposal, the Socialists supporting the government.

Prayers were read by the Rev. Dr. Campbell.

Report of Committees.

Dr. Young presented the third report from the private bills committee, stating that the standing orders in connection with the unincorporated municipalities had been amended with names of acts to incorporate the British Columbia Northern Railway Company; to amend the "Midway & Vernon Railway Company, to amend the "Railway Company (Limited) & Drainage Company (Limited) (Liability) Act, 1890; to incorporate the Copper River & Yellowhead Pass Railway Company; to incorporate the Kamloops & Yellowhead Pass Railway Company; to incorporate the Bella Coola & Fraser Lake Railway Company; to incorporate the Ashcroft, Barkerville & Port George Railway Company.

The report was received.

Dr. Young presented the fourth report from the private bills committee, recommending that the time limit for the presentation of private bills be extended until the 5th of February.

The report was received. The standing orders were amended, and the report adopted.

Resolutions.

On the motion of C. Munro, seconded by S. Henderson, it was resolved, "That an order of the House be granted for a return giving the names of the school districts within the E. & N. school of assisted schools" under the School Act of last year.

On the motion of C. Munro, seconded by Dr. King, it was resolved: "That an order of the House be granted for a return showing the items of expenditure in connection with the maintenance of Chilliwack dyke last year."

On the motion of Dr. King, seconded by J. R. Brown, it was resolved: "That an order of the House be granted for a return giving full particulars of election deposits forfeited to the government under section 64 of the provincial elections act, pertaining to last general provincial election held in October, 1905."

On the motion of C. Munro, seconded by S. Henderson, it was resolved, "That an order of the House be granted for a return giving the names of the candidates concerned, the constituencies for which they were nominated, the amount received by the government, and the date when such deposits were received by the government."

Provincial Elections Act.

On the second reading of the bill to amend the Provincial Elections Act, J. H. Hawthorthwaite said that he could not see why this bill had been defeated on previous occasions. Both sides of the House returned practically to manhood suffrage. He could not see why opposition had been put forward to a measure, the object of which was to aid in this. He blamed the defeat of this bill, and said that unfair tactics had been introduced last year.

Mr. Hawthorthwaite then went into the question of a change coming over the conditions in the United States. He said that a bloody revolution was near at hand. There was an unrest evident there which would result in no other end. One thing which tended to depress the people of the United States was the putting of technicalities in the way of the people expressing their will at the polls. An instance of the latter was shown by the report that 40,000 false ballots had been cast in New York. In Canada, similar methods were being employed, reports were true with respect to the Saskatchewan and Alberta elections. The industrial conditions in the United States lent themselves more freely to the conditions described than in Canada, and pride was felt that under the Union Jack the same abuses would not be introduced.

On motion of W. J. Bowser the debate was adjourned.

Supply.

The formal motion that supply be granted to His Majesty was introduced and disposed of, when the minister of finance proposed on Monday to go into committee of supply.

Third Reading.

The bill to amend the Companies Act by providing for the registration of companies' mortgages passed its third reading.

Assessment Act Amendment.

The bill to amend the Assessment

You Won't Find Tailors and Dressmakers using any but Belding's Silk. They must have strong, tough silk—free of kinks and knots—that sews smoothly and evenly—and runs freely in the highest speeded machines. That's why they choose BELDING'S Spool SILK. The best for all kinds of sewing. Every shade and color for dress-making, embroidery and fancy work.

Act. was committed, with A. H. B. Macgowan in the chair.

J. H. Hawthorthwaite moved to amend the bill by the following: "Provided always, that where a farmer owns, resides upon and cultivates a portion of land not exceeding one hundred and sixty acres in extent, and where the assessed value of such land does not exceed five thousand dollars, and the income derived from the cultivation of said land does not exceed one thousand dollars per annum, the said land shall be exempt from taxation."

In support of this he said that the object was to give the government an opportunity to redeem its pledges. The government found the finances of the country in such condition that increased taxation was necessary. The Socialists joined in supporting the government to redeem the credit of the country. The redeeming of the credit of British Columbia had been accomplished and the small property owners of property should be reduced. The surplus was no good to look at. The increased prosperity of the country affected beneficially only one class, the capitalist. The condition of the workmen was not improved in the least. He believed in fact that he was not as well off. The condition of the small farmer was the same, and he felt that this class should be dealt with in a more liberal way. The farmer was taxed differently from other classes.

Henry Tanner said that while he was always ready to support legislation which was for the benefit of farmers, this measure was not such a one, and he did not think that any self-respecting farmer would ask for it. The farmers did not come and ask for charity. Besides this the farmers outside of municipalities would be treated differently to those inside the municipalities. The result would be that there would be applications for disincorporation in order to get under the paternal government of the province.

Hon. R. G. Tatlow could not support the amendment. He believed that the government under the Assessment Act. He hoped soon to be able to reduce the taxation, but he could not do this at the present time. There was a surplus, but members must remember how that surplus was got.

"Hear, hear," returned John Oliver. Hon. Mr. Tatlow said that next year there would not be this income from the Chinese Railway Act.

J. N. Evans did not support the bill. He did not approve of the double method of taxation by the province and the municipality.

T. W. Patterson said that the whole system of taxation in British Columbia was wrong. The farmers did not ask to be relieved of all particulars of election deposits forfeited to the government under section 64 of the provincial elections act, pertaining to last general provincial election held in October, 1905.

Mr. J. H. Hawthorthwaite said that the feature of the Assessment Act which had been favored by the Socialists had been overcome by the increased assessment, so that the exemption intended were done away with. If the resources of the province were properly handled, the income from them would be sufficient to pay the expenses of government. The resources of the Crown's Nest Coal Company alone would be enough, if properly handled, by the government, to pay the whole expenditure. The pioneer farmer lived under conditions much less desirable than the majority of the other people in the province. He was in favor of dealing with the Assessment Act which had been favored by the Socialists but was not such a one, and he did not think that any self-respecting farmer would ask for it. The farmers did not come and ask for charity. Besides this the farmers outside of municipalities would be treated differently to those inside the municipalities. The result would be that there would be applications for disincorporation in order to get under the paternal government of the province.

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The Crimson Blind

By FRED M. WHITE

CHAPTER XIII

"Good Dog!"

Two dancing eyes of flame were staring out from the dark shadows of the white pathway, the steady flick of hoofs drew nearer. Then the hoofs ceased their smiting of the dust and a man's voice spoke.

"Not precisely," Ruth replied. "That is not David Steel. Oh, I am sure we can trust him. Don't annoy him. Think of the trouble he is in for our sakes."

"I do," Enid said, grimly. "I am also thinking of Reginald. If our dear Reginald escapes from the fostering care of the dogs we shall be ruined. That man's hearing is wonderful. He will come creeping down here on those feet of his, and that cunning brain will win in everything like a flash. Good dog!"

"A bound in the distance growled, and then another howled mournfully. It was the plaint of the beast who had found his quarry impatient for the goaler to arrive. So long as that continued Henson was safe. Any attempt to escape, and he would be torn to pieces. Just at the present moment it almost hoped that the attempt would be made. It certainly was all right for the present, but then Williams might happen along on his way to the stables at any moment."

"The two men were coming nearer. They both paused as the dogs gave tongue. Through the thick belt of trees lights gleamed from one or two windows of the house. Steel pulled up and shuddered slightly in spite of himself.

"Crimson blinds," he said. "Crimson blinds all through this business. They are beginning to get on my nerves. What about those dogs, Bell?"

"Dogs or no dogs, I am not going back now," Bell muttered. "It's perfectly useless to come here in the daytime; therefore we must fall back upon a little amateur burglary. There's a girl yonder who might have assisted me at one time, but—"

"Enid slipped into the road. The night was passably light and her beautiful features were fairly clear to the startled men in the road.

"The girl is here," she said. "What do you want?"

words. And twice patient gentlemen have come forward to my assistance, both of them dead. And if we had dragged you, a total stranger, into the arena, we should morally have murdered you. No, we should have circled you. Am I not within the charmed circle now?" David smiled.

"Not of our free will," Ruth said, eagerly. "You came into the tangle with Hatherly Bell. Thank heaven you have an ally like that. And yet I am filled with shame—"

"My dear young lady, what have you to be ashamed of?"

"I covered her face with her hands for a moment and David saw a tear or two trickle through the slim fingers. He took the hands in his, gently, tenderly, and glanced into the blue, grey eyes. Never had he been moved to a woman like this before."

"But what will you think of me?" Ruth whispered. "You have been so good and kind and I am so foolish. What can you think of a girl who is so mad as to come here at midnight? It is so—so unmanly."

"It might be in some girls, but not in you," David said, boldly. "One has only to look in your face and see that the far-away look and the pure dwell there. But you are not afraid?"

"Horribly afraid. The very shadows startled me. But when I discovered your errand to-night I was bound to come. My loyalty to Enid demanded it, and I had not one single person in the world whom I could trust."

"If you had only come to me, Miss Ruth—"

"I know, I know now. Oh, it is a blessed thing for a lonely girl to have one good man that she can rely upon. And you have been so very good, and we have treated you very, very badly."

Williams assented willingly enough. Everything that tended to the discomfort of Reginald Henson filled him with a peculiar and deep-seated pleasure. "Very well, miss, he said, demurely. "And don't you hurry, miss. This is a kind of job that calls for plenty of patience. And I'm really shocking deep to-night."

Williams retreated leisurely in the direction of the stables, but his malady was not so distressing that he failed to hear a groan and a snarling curse from Henson. Enid red back along the track, where she found Bell standing patiently with a dog's muzzle close to either knee. His face was white and shining, otherwise he showed no signs of fear. Enid laid a hand on the head of either dog, and they rolled like great cats at her feet in the bushes.

"Now come swiftly," she whispered. "There is no time to be lost."

"They are in the house at last, crossing the dusty floor with the notes dancing in the lamp-light, deadening their footsteps and muffing the intense silence. Above the stillness rose the song from the drawing-room; from without came the restless murmur of the dogs. Enid entered the drawing-room, and Bell limped in behind her. The music immediately ceased. As Enid glanced at her aunt she saw that the far-away look had died from her eyes, that the sparkle and brightness of reason were there. She had come out of the mist and the shadows for a time at any rate."

"Dr. Hatherly Bell to see you, aunt," Enid said, in a low tone.

"Margarit Henson shot up from the piano like a statue. There was no welcome on her face, no surprise there, nothing but deep, unutterable contempt and loathing."

"I have been asleep," she said. She passed her hand dreamily over her face. "I have been in a dream for seven long years. Enid brought me back to the music again to-night, and it touched my heart, and now I am awake again. Do you recollect the 'Slumber Song,' Hatherly Bell? The last time I sang it you were present. It was a happy night; the very last happy night in the world to me."

"I recollect it perfectly well, Lady Littimer," Bell said.

"Lady Littimer! How strange it is to hear that name again. Seven years since then. Here I am called Margarit Henson, and nobody knows. And now you have found out. You come here to blackmail and rob me like the rest?"

"I shall find out in time. And then—"

"Your enemy is the common enemy of us all," but we are young yet. Your enemy is Reginald Henson. Are you sure of this?"

"My dear madam, I was saying, 'I have done all I can. In the last few days without came the restless murmur of the dogs. Enid entered the drawing-room, and Bell limped in behind her. The music immediately ceased. As Enid glanced at her aunt she saw that the far-away look had died from her eyes, that the sparkle and brightness of reason were there. She had come out of the mist and the shadows for a time at any rate.'

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ALLEGED ANARCHISTS

Two Men Supposed to Be Members of Band Arrested in Pennsylvania.

Monaca, Pa., Jan. 25.—Warrants were issued to-day for the arrest of 21 foreigners, believed to be members of a band of anarchists who headquarters at Hazlet, Pennsylvania, were raided by the police, early Tuesday morning, when a mass of threatening literature, threatening the life of Governor Pennypacker of Pennsylvania, Governor Patterson of Ohio and other prominent men in different parts of the United States was found.

According to the police, the members of the organization are scattered over a large area, and it will take several days to serve the warrants. Secret service officers from Pittsburgh and other parts are here to-day to assist in the apprehension of the foreigners. Several officers went to-day to Pineville, Pa., where they expect to arrest the secretary and one other member of the organization, both of whom are employed in a coal mine. Jno. Spiba, the alleged president of the band and Geo. Earl, who were taken into custody last night, refuse to discuss the affairs of the organization.

HUNTER'S DEATH

Accidentally Shot Himself During Encounter With Panther.

Portland, Ore., Jan. 24.—A special from Eugene to the Journal says: John R. Goldson, engaged in a sawmill business at Goldson, about twenty-five miles west of Eugene, accidentally killed by a shot from a panther rifle, during an encounter with a badly wounded and infuriated panther in the mountains near his home, Sunday afternoon.

Goldson was out hunting with several other men, when he became separated from them. The other men heard several shots in rapid succession, and then a cry for help. Another shot was heard, and then all was quiet.

Goldson was found dead with a bullet wound through his chest, and the panther, which was discovered badly wounded in a tree nearby, was killed by one of the men. The butt of Goldson's rifle bore the marks of the panther's teeth. The leaves and dirt were torn up, indicating a fight between the man and beast. It is supposed the panther attacked him, and Goldson, thinking he had emptied the magazine of his rifle, defended himself by using the gun as a club. When the remaining cartridge exploded, causing his death.

EARL GREY INVITED

To Dinner by the Pilgrims of New York.

New York, Jan. 25.—At a meeting of the Pilgrims held yesterday resolutions of sympathy for Gen. Jos. Wheeler, who is a member, were adopted and forwarded to his sick bed.

An invitation was sent to Earl Grey, the Governor-General of Canada, for a dinner in his honor, the date for which he is asked to fix. It is believed that Field Marshal Earl Roberts, president of the Pilgrims, will visit America some time this year, when he will be entertained by the local society.

DELEGATES MEET

French and German Delegates Exchange Views on Moroccan Affairs.

Algiers, Jan. 25, 2:10 p. m.—Herr Von Radowicz, head of the German mission and M. Revall, chief of the French delegation to the Moroccan conference, had to-day for the first time a lengthy private meeting, which was much commented upon as a move Franco-German differences. Although forward in the adjustment of the results were not disclosed, the meeting produced a distinct feeling of optimism among the delegates.

KILLED BY HIGHWAYMEN

Man Shot While Protecting His Wife From Attack.

Castville, Pa., Jan. 25.—While endeavoring to protect his wife from attack last night, Boyd Carpenter was shot and killed, his wife was also shot, and is expected to recover. Mrs. Carpenter was on her way from Castville when she was approached by two men. The screams brought her husband, who, in trying to protect her, was shot down, and in the scuffle she was also wounded. It is believed that the highwaymen were foreigners.

FUNERAL OF THE LATE MINISTER

REMAINS BORNE TO LAST RESTING PLACE

Canadian News Notes—Annual Meeting of Grand Arch Masons—York County Loan.

Montreal, Jan. 25.—With all pomp and solemnity of a military funeral the remains of Hon. Raymond Prentiss were borne to their last resting place in Cote des Neiges cemetery this morning. The funeral started from the city hall shortly after 9 o'clock.

The procession was led by the military and the police and the hearse followed, drawn by six horses, heavily draped, surrounded by officers and sailors of the Canadian cruiser Canada. The cortege was composed of members of the family, high dignitaries of state and church, including a representative of the Governor-General, the Lieutenant-Governor and his staff, Archbishop Bruchesi and bishops, members of the federal cabinet, the speaker of the senate, the Chief Justice of the Supreme court of Canada, Chief Justices of King's bench and Superior courts, members of the Privy Council not in the cabinet, Solicitor-General, Inspector-General and members of the House of Commons, Speaker of the House of Commons, Judges of the Supreme court of Canada, members of the House of Commons and of the legislature, the city council and other bodies and private citizens from all parts of the province.

The route of the procession, which was from the city hall to St. James' cathedral, Dominion square, was thronged with thousands who stood for hours in the intense cold waiting for the procession. While the processions passed Christ church cathedral (Anglican) on St. Catharine street, the bells were tolled out of respect to the late minister. The services at St. James' were conducted by Archbishop Bruchesi, assisted by Fathers Bernard and Cherrier.

Annual Sessions.

Toronto, Jan. 25.—At the annual meeting of the Grand Arch Masons yesterday, Messrs. J. W. Morris and Charles H. Grandon were appointed superintendents respectively of British Columbia and Nelson-Kootenay districts. The membership report showed that 1,271 were admitted, and there was a net gain of 1,084. The audit committee reported receipts of \$11,077 and a balance in the bank of \$4,552; assets, \$29,538; liabilities, \$509, in our standing accounts.

Violated Act.

Toronto, Jan. 25.—H. Polman Evans, manager of the Union Life Company, was this morning fined \$50 for breach of the Alien Labor Act by engaging an American insurance expert.

Alleged Conspiracy.

Toronto, Jan. 25.—Eight tack manufacturers will have to stand trial at the assizes for alleged conspiracy to restrict trade. They are as follows: James Hardy and Thomas Jenkins, Toronto; William McMaster and H. M. Blacklock, Montreal; of the Montreal Rolling Mills Co.; E. J. Fry, of Quebec; Henry & Co., Montreal; F. H. Whitton, of the Ontario Tack Co., Hamilton; W. Bruckhoff, of the Portland Rolling Mills, St. John, N. B.; and W. H. Woodhall.

Italian Sentences.

Toronto, Jan. 25.—Domenico Taberinto, an Italian, who was arraigned on a charge of murdering Amos Marlowe at Young's hotel, Monaco, on September

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THE STORY OF THE WRECK TOLD PICTORIALLY BY TIMES ARTIST

(Continued from page 3.)

deular bluff, up which, faintly marked, may be seen a winding path. A rope was used in descending this, the party descending one by one. The shipwrecked unfortunates had scarcely sufficient strength to grasp the line and practically slid to the ground, burning their hands badly in doing so. At the doctor's concoction and afterwards appeared cheered and anxious to continue their journey and end their sufferings the same day. So another start was made, and after dark that night they boarded the Salvor and were immediately ushered to the dining room, where another meal, the first they had had since the striking of the Valencia, was served.

To go back. That is necessary in order to describe the operations of the steamer Salvor all day Friday. We left in the morning for Toquay, a small cannery among the islands, from where a report had been received to the effect that three survivors had been found by an Indian woman, the sister of Charlie Ross, on Turret Island, and taken there to receive attention.

On arriving at this place we found that the information had been correct and that Messrs. Hancock, the chief cook, Long, a fireman, and Stanciar, another fireman, were there and well on to recovery. They, however, had to be helped aboard the ship, Long, particularly being so far gone from exhaustion that it was necessary to lift him over the side of the vessel. The steers accompanying this article show these men being escorted to their berths.

It was while here that we received the startling news that there was still another man on Turret Island. According to the story, he had been lost, having separated from the others after they had left the raft. His partner, however, believed that he would still be alive. It needed no urging to induce those in charge of the Salvor to set out post haste for the scene.

While en route to the island I sought out Hancock, and he told me a thrilling story of his experiences from the time he boarded the raft until cast upon the shore of Turret Island. His graphic account appeared in these columns on Saturday, so that the details of their vain endeavors to reach the Queen, the fortunately equally futile efforts to land at Cape Beale (for if they had been driven ashore there none would be alive to-day) and the loss of a more delicate passenger from exposure, are already common knowledge.

In this connection there is a pathetic incident hitherto unrelated. It seems that this man, whose body was tossed overboard to make room for the others and also to allow the raft to ride easier, was a personal friend of Gregory. When the latter saw the remains of his companion disappear it put the finishing touch to his misery. He went off his head and became little more than a marionette and a menace to the remainder of the company. As they saw the lighthouse fade away in the distance almost every one gave way to despair, and utterly hopeless, sank upon the frail boards of their support. They had long since abandoned the hope, being totally unaware of their position or in what direction it was best to steer a course.

Who can place himself in such a position and imagine the dreadful strain upon the castaways as they struggle for life, mental and physical, and not acknowledge that the outcome was most natural? Those not innured to the hardships of the sea either sank exhausted with the cold or else became so frenzied with despair as to reach a condition bordering upon insanity. The latter was the fate of a fashionably-dressed passenger. He was best, with all kinds of illusions. Finally he swore that he would swim a few feet off and that he could swim the distance easily. Sighting the action to the word he precipitated himself into the sea and was never seen again. Probably the body reported to have been found in the neighborhood will, when identified, prove to be that poor fellow's remains.

The raft was washed ashore on Turret Island about midnight on Wednesday. Once there Messrs. Hancock, Long, Stanciar, Connors and Nelson, the third assistant engineer, remained inactive until daylight. The latter was too far gone to do anything to help himself and remained in a state of semi-stupor all night. It was during this time that Gregory became possessed of the idea that Hancock was "a wild dog and good to eat." The cook was then slumbering, and the stalwart American soldier jumped at his throat and was choking him when Hancock threw him away and warned him not to make such an attempt again. He didn't need such an admonition, however. He shrank, cowered, and collapsed entirely. Evidently the last of his energy had been expended and he was in a worse plight than Nelson. This was brought about, Hancock believes, from the fact that he left the steamer with only one foot protected from the cold.

At daylight next morning the party, now reduced to a quartette, started inland. Although it is possible that both Nelson and Gregory might have been saved at this time, they were too exhausted to start on such an expedition. According to Hancock, his intention was to return to them after obtaining assistance. But after making some distance they lost their bearings and could not find the raft again. Thus the two mentioned must have perished during the day.

Mr. Hancock and his companion hadn't proceeded far before Connors gave indications of not being altogether right in the head. He objected to keeping in the vicinity of the beach, a policy Hancock strongly recommended, but wanted to go in another direction, where he claimed Cape Beale lighthouse would be found. The former declined the idea, but Connors persisted, and accordingly they separated. This was how Connors was lost and spent a night longer than was necessary, destitute and alone.

Meanwhile Hancock, Stanciar and Long continued their peregrinations, keeping as close to the beach as possible and sustaining life by eating a number of water-soaked oranges which had drifted from the scene of the wreck. They searched for clams, and



FIREMAN LONG COMING ON BOARD.

Snapshot of One of the Turret Island Survivors Being Brought on to the Salvor. He is Supported on the Right by One of the Salvor Seamen and on the Left by C. R. Patterson, Times Artist. He had to be Carried Up the Gang Plank.

being unable to find them, procured some vegetable growth, which, although not exactly wholesome, served to sustain their strength until discovered by an Indian woman and conveyed by the little steamer to Toquay. As already stated, these details were procured while on our way to Turret Island. In passing Sechart we had called in to enquire for news, but receiving none hastened to the assistance of the man who, to use a very appropriate description, was in the same condition as Robinson Crusoe, with none of that fiction hero's advantages.

Anchoring off this little island, two small boats were launched to make a complete circle around the shore, one taking the right half and the other the left. In order to procure a place in one of these, Mr. Patterson and I took an oar each. Capt. Cox took charge and we set out upon our quest. It took some time for me to accustom myself to understand that the captain was referring to me when he asked the "starboard" man to pull or back, as the case might be, but that difficulty surmounted we had no trouble.

The first two boys inspected, dislocated nothing, but upon the third, lying almost upon its side and upon it huddled a number of limp figures, was the life raft. We went in carefully, owing to the strength of the surf, and upon instructions I jumped ashore, to me being allotted the gruesome task of attaching the painter so that it might be towed away to the ship. But the raft was lodged too firmly for that, and it was some time before we got it beyond the surf and to the vessel's side. It was while on the way back to the vessel that the accompanying picture was obtained.

"There's still life in this man," was the exclamation that electrified the whole ship's crew. At the time we were all gazing over the ship's side, watching the transference of the

bodies from the raft to the bottom of the small boats. Dr. Redmond instantly responded. He hastily clambered down the ladder and closely examined the remains of the assistant officer, Nelson, that which had been indicated. But the body was cold, and according to the doctor death had occurred many hours before.

The sight of these bodies as they appeared then is one I'll not soon forget. They showed the signs of dread-dread exposure. The faces were a purplish-red, the features distorted and the feet and hands terribly swollen.

We were just getting over the feeling of revulsion at this ghastly sight when the other boat ran alongside with another survivor. It was a cheering sight and restored the spirits of the entire party. Connors for of course it was the man who had separated from his companions to search for an imaginary lighthouse, was sitting at the stern of the boat, with his feet resting upon the seat in front and covered with some clothing. With his head bent wearily and clothes just hanging to him in rags he presented a truly pitiable sight. It was necessary to haul him over the sides by means of ropes and a stappeladder. When this was accomplished he was carried to a cabin that had been prepared, and Dr. Redmond promptly administered restoratives.

The boat's crew stated that they had found Connors upon the beach about a mile to the eastward. At the time he was lying stretched upon a log, allowing the sun to dry his clothes, and although too weak to realize the benefit of its influence, instinctively appreciating its warmth. Like the others, both his feet and hands were swollen out of all shape. When picked up he was muttering something about finding a lighthouse, evidently still being under the impression that there was such a place in the neighborhood.

From this it is concluded that his head must have begun to wander shortly after the raft passed Cape Beale. We then proceeded back to Bamfield creek. Reaching there it was found that the United States cutter Grant had arrived to assist in the search and to do what was possible for the alleviation of the sufferings of the survivors.

It was shortly after we had had dinner that the party which had been on the trail from Darling all day arrived. A motley, unkempt, dirty but touching and sad group, made up of representatives of many nationalities were they, and it was an impressive sight to mark the expressions of appreciation that flickered across their countenances as the warmth of the Salvor's saloon and the luxury of the cushioned seats grew upon them. But in spite of the attractiveness of these comforts they didn't hesitate long to respond to the call to dinner, and soon were gathered round the board, playing havoc with the substantial meal laid before them.

Later on I approached T. J. Campbell, who, with F. F. Bunker, was a leading spirit among those who succeeded in reaching the shore from the wreck near Darling river. He consented to give a talk on his experiences and proceeded to unfold a thrilling tale of almost miraculous escape, followed by inconceivable hardship which only a spirit of the most indomitable pluck could have overcome.

When the Valencia struck Mr. Campbell was below with his wife and daughter. They were members of a small party of passengers which included G. Norstrom and wife, and one of his first questions was: "Are Norstrom and Mrs. Norstrom among the saved?" Receiving a negative reply, he remarked sadly: "I suppose they are among the lost." Mr. Campbell was on his way to take charge of the Singer sewing machine agency in Seattle. When the crash came he remained cool and persuaded his wife and child to remain where they were until some information as to what had occurred was received. Ten minutes later all were ordered upon the deck.

There he found that the boats had been lowered, almost every one was rushing madly and aimlessly about, while the small craft were being loaded with passengers, without any thought of order or discipline. He noticed that the boats were being launched, ran to Ritchie, one of the crew, and asked whether she and her daughter couldn't get aboard. "Certainly," the latter replied as he turned and ordered the men who were rushing frantically about trying to obtain a seat. Then he took Mrs. Campbell and daughter and placed them in the boat. Mr. Campbell followed, referring to the fact with his family if death was the outcome.

Just as soon as he got in, the boat was launched, and too late Mr. Campbell found out that he was in a craft with passengers who knew nothing of seamanship. To add to the awful peril of their position it was found that the plug was missing from the bottom and that the craft was filling rapidly. That she did not swamp and founder must be credited to the presence of mind of the lad Willis, an American sailor boy, bound for Seattle, where he was to report to the commander of the battleship Philadelphia. He placed his hand over the hole, and despite the cold and confusion held it there. After some effort the oars were abandoned, it being decided to take chances in the boat riding through the surf in safety.

"You see," Mr. Campbell added, "we didn't realize how hopeless was such a thing until we were among the boiling waters."

Then he went on, the boat had struck something, turned turtle and he was thrown over one side and his wife and daughter over the other. He never saw them again. The next thing he knew he was clinging desperately to an oar and being swept on top of a monster breaker towards the shore. Somebody grasped him by the collar, and turning he saw somebody else struggling to maintain a place upon the surface.

"Take part of the oar," he cried, "but for God's sake don't hold me. I can scarcely hold myself up."

They were both hurried against the rocks at the same instant, and Mr. Campbell grasped a crevice with the strength of despair, and found his arms almost wrenched from their sockets in preventing himself being pulled back by the undertow. He knew that failure meant death, and the realization made him all the more determined. The unfortunate man who came ashore with him wasn't as successful and was carried back to sea.

Wrenching his life preserver from his shoulder, Mr. Campbell took advantage of the respite to get further away from the waves, and thus, in easy stages, he reached safety and sank to the ground exhausted.

Pulling himself together he proceeded along the bluff, and after some hours others from the same boat joined him. With these he went east towards Darling river, but before reaching there the party was augmented by two survivors from the second boat, one of whom was F. F. Bunker. Together they followed the telegraph wires, crossed Darling creek and found Telegraph Hut. Here Mr. Bunker discovered an instrument and effected a connection which enabled him to telephone to the shore from the terrible disaster to the outside world.

Next day the survivors tried to re-cross Darling river, but found it so swollen with the rains that such an attempt would be fraught with considerable danger. Nevertheless they made several futile efforts, their endeavors being stimulated by Messrs. Logan and Daykin, who were on the other side, having come from Clo-osee to render every assistance in their power.

Everybody knows how important they were and how they were placed in the heartrending position of being forced to stand helplessly by and witness a hundred or more human beings carried to their doom by the waves that smashed the hull of the ship. Willis, Mr. Bunker, rendered frantic, succeeded in swimming the stream, although almost being swept to sea in the attempt, his services and those of the others who succeeded in getting across were of no avail.

They made several expeditions up and down the beach, but could do no good. Two or three bodies were picked up, but no small amount of wreckage, but nothing further was found that day.

Returning to their hut on the other side of the stream, they made themselves as comfortable as possible for the night, making an equal distribution of the small amount of provisions at their command. Messrs. Bunker and Campbell were tacitly permitted to assume control. They were ably assisted by the Japanese, Yosuki Hosoda, who became the custodian of the lard, and the chef, and the American sailor boy, Willis, who undertook to keep the cabin warm. The others, however, were of little or no assistance and had to be pulled from the only bunk the house boasted of to make room for those mentioned on several occasions. Messrs. Mousley, McKwa and Richmond had arrived from the station at Bamfield during the day, and their assistance was much appreciated.

Mr. Richmond tells of their reception by the castaways in graphic terms. "He says they rushed to him open-armed and would have liked to make short work of the few wholesome provisions they had been able to carry with them across the trail. This, of course, he wouldn't permit, not knowing when more would arrive. It was not until late the next night that Capt. Ferris with the relief party from the Salvor reached there, and the intervening time was spent by Mr. Bunker in the sad search for the remains of his wife and child. Among the bodies secured were those of two children, a girl and a boy. They were lying about a half a mile apart.

When telling of their discovery Mr. Richmond said: "We didn't mind so much looking at the men and hauling them away from the water, but when it came to these little children, who were apparently brother and sister, it was too much. We turned away to allow ourselves time to recover before taking them as far from harm as possible."

It was with some difficulty that Capt. Ferris persuaded Mr. Bunker to accompany the party over the trail to

Bamfield. He was determined to stay and watch the shore, in the hope that the remains of his wife and child would be thrown ashore. During our stay on the Salvor, Mr. Patterson and I were treated with the utmost hospitality and consideration, every means being taken to permit us to secure the information we were sent out to obtain. For this we desire to extend Mr. Bullen our sincere thanks.

THE BOARD OF INQUIRY.

Captains Gaudin, Cox and Newcomb Will Investigate Wreck of Valencia.

Ottawa, Jan. 29.—(Special)—An investigation of all the facts in connection with the Valencia disaster has been authorized by the marine department. Captain Gaudin, agent of the department, will preside as commissioner, and with him Captains Cox and Newcomb will act as assessors. It is felt here that the investigation should be thorough and complete, and all possible steps to that end will be taken.

In an interview in an evening paper, Senator Templeman says that he has been pressing upon the marine department to do something to lessen the dangers to navigation on the Pacific Coast.

Captain Gaudin, seen after the receipt of the above dispatch, said that he had applied for some one to take his place on the board, Captain Newcomb, one of the assessors, is now at Port Simpson.

REMAINED TO LAST.

Survivors Tell of Gen. H. Jesse Being on Valencia When Raft Left.

In the Marine hospital two survivors of the Valencia wreck are being well looked after, and are making rapid progress towards convalescence. These are Frank Connors, a waiter, and Fireman Long, both of whom were fortunate enough to get away on the raft which drifted into Barkley Sound and were there picked up as described previously.

Connors has been about four years at sea serving in the steward's department. This of course has been his

worst experience, although he has been in three dangerous positions before. He went down to San Francisco on the Puebla on her last trip, when she was towed from the mouth of the Columbia river. He immediately shipped on a steamer for Honolulu and made the round trip there. Returning he shipped on the Valencia on her last trip. On previous occasions he has been on wrecks. He was aboard the Tillamook which was wrecked on Wood Island, in Alaska, and also on the Aloha, when she was wrecked on Kodiak Island. Mr. Connors' home is in Seattle, but he has friends in this city, among them being A. Cameron, the shipbuilder.

Fireman Long is an Irishman who has been at sea about 15 years in all parts of the world. He views the situation as a fatalist, and says it makes little difference what vessel you go on "if you are going to be drowned you will be drowned, no matter whether it is a small boat or the largest ship afloat." He is unmarried and makes his home in San Francisco.

Frank Connors well remembers G. H. Jesse, of this city, and says when he left on the raft, about nine or ten o'clock Wednesday morning, Mr. Jesse was still in the rigging. The latter he said was in splendid spirits. Mr. Jesse was a little lower down in the rigging than Connors was when the latter quit the ship. Friends and companions of Mr. Jesse in this city will be gratified to learn that up to the last the Victoria boy showed wonderful pluck. Mr. Connors says that he was noticable among those left on the Valencia in his endeavors to cheer up his companions. He evidenced his gallant spirit he says by being prominent among those who endeavored to make the lot of the women and children on board as comfortable as possible. There is little question but that he was one of the last to be swept off the wreck, which was fast going to pieces when Connors and Long left.

Both of the men in the hospital agree that the Greek fireman Segalis, who was here a few days ago, was a marvelous swimmer. They say his act of swimming ashore with the line in a vain attempt to get communication with land was a wonderful piece of work. He must have been in that water at least half an hour at that time. It was impossible to get ashore, and Segalis succeeded in swimming back again.

Connors says that after the first shock, following the striking of the vessel, that the excitement was soon allayed, and all on board remained calm from that to the end.

Fireman Long says that the boats should not have been lowered at midnight. The vessel was resting easily and nothing should have been done until morning. The attempt at launching the boats proved a dismal failure, and for a while, Mr. Long says, there is no use blaming any one. It is easy to see he does not hold a very high opinion

of energy, for those in charge were anxious and willing to go any practicable length for the assistance of those in distress. During our stay on the Salvor, Mr. Patterson and I were treated with the utmost hospitality and consideration, every means being taken to permit us to secure the information we were sent out to obtain. For this we desire to extend Mr. Bullen our sincere thanks.

In a supplementary conversation with Hancock I was told some of the incidents that occurred just before he left on the raft. He says that the passengers, among whom were practically all the women and children, were gathered together in the stern of the ship and sheltered from the wind and rain with canvas awnings. The steward, to whom, by the way, he extends the highest praise, kept them supplied with all the provisions available. While in this position, watching the waves come closer and the wreck breaking up piecemeal, the women commenced singing hymns, the favorite of which was "Nearer, My God, to Thee." While this sacred service was in progress others had succeeded in breaking open the bar and were spending the last few hours of their existence in a mad carousal. They drank all the liquor procurable, and while effectively drowning their misery, the incongruity of the scene must have been horrible in the extreme.

Mr. Hancock also tells of the brave effort made by one of the crew to swim ashore with a line. After he had made one or two failures the passengers got up a subscription and offered him five hundred dollars to try again. But although an exceedingly strong swimmer, he could not effect a landing and this scheme had to be abandoned.

The truth of the tale of two men trapped in a cave was also given by the survivor. He stated that there was only one passenger thus caught. He was seen by those on board the morning after the launching of the boats. Perched upon a ledge, well out of the reach of incoming waves, he seemed safe enough, although imprisoned, being unable to go to right or left without great danger. The wind was blowing inshore heavily and the passengers could talk to him quite easily, although he was unable to make them hear. They advised him to try to go in a direction indicated, where with care he might escape. He bravely essayed to tread the dangerous path, but was caught by the surf, lost his footing and was seen to throw his hands in the air and disappear with a despairing cry.

Before the survivors were transferred I had a short talk with the sailor boy, Willis. When he arrived on board the Salvor he was in a sorry condition, but soon revived. His conduct from the time the ship struck had been most commendable. He it was who, though so tired he could scarcely stand, straightened his back and saluted the officers of the Grant when recognizing their uniform. He told me that his duty made it imperative for him to report to the commander of the Philadelphia for immediate service, although he wistfully added: "I would like to go and see the folks because they will be anxious when they hear of the wreck."

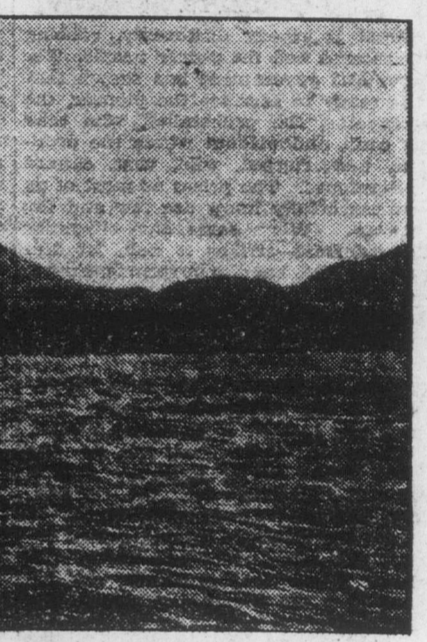
In answer to my query as to his health, he said: "Oh, I'm all right now; only a little bit shaken."

He also said that his home was in Spokane.

After arrangements had been made for the United States cutter Grant to take charge of all the survivors, as well as the three bodies then aboard the Salvor, it was decided that we should start for home early the next morning, Saturday. When we left there were only two shipwrecked people aboard, Messrs. Long and Connors, who are now in the Marine hospital receiving the best of medical attention. It might be mentioned in this connection that the latter is a nephew of Archie Cameron, one of the ship's carpenters employed at Bullen's ways, Esquimalt. He was employed by the Wells-Fargo Company for three years in Seattle.

Just a word in conclusion. I think every praise is due Mr. and Mrs. Patterson, of the Cape Beale lighthouse; Messrs. Logan and Daykin, who hastened to the scene of the wreck from Clo-osee; Messrs. Richmond, McKwa, Mousley, Jennings, Scott, Topping, employees at the cable station, Bamfield, for the invaluable co-operation in aid of the survivors, and personally for the assistance they extended in obtaining news of the disaster. Nor should Superintendent McLaughlin and Assistant Superintendent Baynes be omitted. They were always courteous, notwithstanding the fact that the ambiguity of the newspaper correspondents must have seriously interfered with the ordinary routine of their regular business. They also helped Captains Trippe and Cox and Mr. Bullen with advice, their knowledge of the trails and the country generally enabling them to gauge the situation far more accurately than could an outsider.

It has been stated that the Salvor did not accomplish as much as possible, if there is any ground for such a statement it cannot be laid to lack



TURRET ISLAND.

On to Which One of the Life Rafts Drifted.



THE SURVIVORS AT TELEGRAPH HUT.

From a Photo Taken on the Beach Just After the Arrival of the Relief Party. Willis, the U. S. Sailor boy, is Seated in Front. J. Campbell has his Hand on the Boy's Shoulder, while F. Bunker Stands to Campbell's Right. Both of these Men Lost Wife and Children in the Wreck. Willis Shouted Great Pluck Pushing his Hand into the Hole in the Lifeboat to Keep Out the Water, while Bunker was the man who Located the Hut, made the Connection in the Instrument, and by this Means Told the News of the Wreck to Cape Beale Operator and through him to Outside World.

One curl takes up knot. Fluffy for a face. Ribbon. Face. The skin. The hair. The eyes. The nose. The mouth. The ears. The hands. The feet. The fingers. The toes. The nails. The hair. The eyes. The nose. The mouth. The ears. The hands. The feet. The fingers. The toes. The nails.

SMITH CURTIS ON CROWN GRANT

The following address was delivered by Smith Curtis before a gathering of Liberals and Labor men at Ymir, B. C., on the evening of the 8th January, 1906:

Mr. Chairman and Gentlemen: I have labelled my address to-night "Provincial Grant and Policy." This is the age of grab and graft. It is also the time of graft exposure, awakened public conscience, indignation, retribution. The time when the almighty dollar is everything and truth and honor of little account is passing and the time may come when the holder of dirty, tainted dollars will be shunned by decent people as though he wore a felon's stripes.

Graft is political. The remedy is finally with the voter. His political action must be honest, courageous, letting no partisan or other consideration suppress his voice or vote on behalf of right. There is no other way to political salvation. Though the way is narrow it is straight. Truth, courageous honesty, equity, light the way. The representative will be no better than the electors, he is often somewhat worse, but never so where he has flagrantly broken his trust and is re-elected. Even the grafters and their numerous news organs pay at least this tribute to virtue; they roundly denounce the graft of others. They flay the N. Y. insurance frauds; they applaud Governor Folk for routing the bootleggers of Missouri. But what about the grafts obtaining in British Columbia, under the name of the grant or grants? Do you hear even a whisper of these, let alone the reiteration and reiteration of the facts that are requisite to bring redress and punishment?

The Hon. Richard McBride, Provincial Premier, has long been a valued friend of mine, but friendship shall not stifle the voice of duty.

GRAFTS.
Graft is greedy dishonesty, robbing the masses and the poorer people. The provincial government has shown that it is ready to sacrifice the pioneer, the prospector, the grubstaker, who take big odds, and without whom the province, new, rugged, wild, vast, cannot be developed. The prizes as most of us now regretfully know are few and far between. When some one—old-timer or tenderfoot—strikes it rich, he has his find, but the government says, No, despoil him for some corporation, made up of mostly foreign shareholders, too.

GRAFT NO. 1.
"Take the Kalen Island case. Holders of South Island were scrip two years ago located it on Kalen Island. Some option their locations to the Grand Trunk Pacific Railway. It is a probable terminus for the railway. Then the government gets busy. It refuses the locations, saying the reserve put some years ago covers the Island. Some locators demur, ask for a fiat that the courts may decide the point and are refused it by the government. If they do not, they reserve, why refuse? There could be no loss and the claim of the locators that they have been defrauded would not be heard. If doubt existed then it were only common honesty to let the courts resolve it, otherwise the government may be robbing these locators of valuable property, made theirs by the laws of the land. Was there a reserve? Reading the notice claimed to make the reserve location say emphatically no. The actions of the government show the falsity of its claim. A few months after the locations were made the government puts a reserve on the island. Would it do this if there were already a reserve on it? Then the government has by an official document declared there was no reserve on the island, and this official document makes it possible to test the so-called reserve in the courts without the formality of a fiat. It has issued a Crown grant to a mineral claim on Kalen Island located since the first reserve, and has not excepted from the Crown grant the surface rights as it would be bound to do were there a reserve as it claims. Its own act proves its claim to be a downright falsehood. Clearly the province is thus made liable for enormous damages if this land really becomes the terminal city of the railway. Justice by a dishonest government may be deferred, but as in the case of the Nanaimo settlers robbed of their rights by a grafting railway scheme after 20 years' delay redress is given. The government authorized to maintain the law boldly defies it, and brings it into ill-repute with the masses. Two grand principles of Magna Charta, the bulwark of English liberty, have been trampled upon. We will not deny or defer to any man either justice or right. No free man shall be dispossessed of his land. So runs the Great Charter, but it is a dead letter to the McBride government. With the refusal of the locations a sinister thing happens. Secret negotiations for the land begin with the railway. A secret order-in-council on the 14th of May, 1905, is passed—I say secret order, because more than a year after it was being carried around in the pocket of a minister, and has not even yet seen the light of day. Is that pocket fast? Proper depository of important documents of state? If the deal was clean and right why this secrecy? With very questionable authority under the Land Act on the 10th March last while the legislators sat a Crown grant was secretly issued to the railway for 10,000 acres of land on this island and adjacent mainland for the paltry consideration of \$10,000. If this is the best available site for a pier then had the locators been allowed the options on their land would have been taken up at a substantial price. Why should not the government get as good a price? Who gets the benefit of the concession in price? The government says it gets one-fourth of the town lots. It could not prevent this; the Land Act exacts it, and it would have got the same had it allowed the locators. But the Crown grant also makes a free gift of the foreshore above and below high-water mark—a frontage of 25 miles or so embracing extensive tide-flats and probably amounting to thousands of acres. The government can call for one-fourth of

the water lots back. What does the railway want 20 miles of frontage for? For monopoly and the tide flats. With the Attorney-General trying to get loose a little of the frontage cliche of the C. P. R. in Vancouver the government gives a bigger cliche to the G. T. P. Knowing that the tide-flats at Seattle are now worth millions of dollars, the government makes a straight grant of flats that in a few years may be equally valuable. Are you satisfied with this as business or do you think this a colossal graft?"

GRAFT NO. 2.
The C. P. R. is the star grafter in this province. Its power in the lands department in the time of the Dunsmuir government became a scandal. It has got a new grip and appears to be even more powerful to-day; and equally to the disadvantage of the hardy prospector and pioneer as in the case already cited.

In 1899, in defiance of the subsidy act of 1890, in aid of the B. C. Southern railway (really C. P. R. now known as the Crown's Nest branch) the government granted lot 4588, embracing five hundred thousand acres of land to the railway. The said act said the "lands to be granted shall be surveyed at the expense of the company." "To be granted," mark you, not after being granted. The land act requires lands surveyed preceding crown grant, for how otherwise could they be described or how would any one know what lands were open to location? There are other considerations that indicate that this grant is wholly invalid. This land adjoins on the west the block in the very southeast corner of the province that the C. P. R. tried in defiance of the law to take for itself. In 1899, in defiance of the subsidy act of 1890, in aid of the B. C. Southern railway (really C. P. R. now known as the Crown's Nest branch) the government granted lot 4588, embracing five hundred thousand acres of land to the railway. The said act said the "lands to be granted shall be surveyed at the expense of the company."

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GRAFT NO. 3.
For this B. C. Southern Railway, the C. P. R. has received almost 4,000,000 acres in big blocks without survey. The acreage was computed from the sketch plans attached to the grant. Three blocks front on the railway, and owing to its sinuosity, the blocks are many miles long on the east than on the west side. Shift one block and you shift all three two miles to the east and they take in long strips and give up short ones. One block fronts on the east of Kootenay lake for 64 miles. It would go east two miles and give up nothing, as it would still front on the lake. This little shifting scheme if permitted will defraud the province— that is all of us—out of 175,000 to 200,000 acres of land worth half a million dollars, probably double that sum. Will you stand that graft?

GRAFT NO. 4.
But there is another huge graft of the C. P. R. in connection with that B. C. Southern land grant that is going on every year, and the finance minister, Hon. Mr. Tatlow, knows it well for I drew his attention to it after he got office, and he promised to look into it. Section 11 of the Subsidy act provides that "the lands acquired by the company shall not be subject to taxation unless and until the same are used for the purposes for which they were granted or leased, occupied, sold or alienated so long as such lands shall be offered by the company for sale and the settlement upon liberal terms to the satisfaction of the Lieutenant-Governor-in-Council." By order in council, No. 781, dated Dec. 6, 1899, it was provided "That the terms upon which the B. C. Southern Railway Co. shall offer their lands for sale or settlement shall be the same as are provided by the land laws of this province." These are the only terms by which these lands could escape taxation.

These terms have never been observed but have been defied. Yet the first minister boldly stated in the House last session that the C. P. R. was free from taxation of these lands because it was offering them on even better terms than government lands—a statement not contradicted there and then but not at all correct. Up to two years ago the company positively refused to sell the lands—they were reserved. Since then no one can get lands for settlement—\$1 per acre and homestead duties—at all. Those who buy lands out-and-out pay the government price, plus \$1 per thousand for timber in addition to 50 cents for government dues, making the price much in excess of that "provided by the land laws of the province." There are other onerous terms. More than that, for years large areas of this land have been let to lumber companies and logged, making such areas unproductive. In 1898, in defiance of the Dunsmuir land grant, which is taxable when used for other than railway purposes. When in opposition, Mr. Tatlow loudly called for its taxation, and quoted the decision of the Queen vs. Victoria Land Co. (B. C. Law Reports, vol. 5, p. 283), decided by our Supreme court which fully proved his contention. To-day what is the valiant Mr. Tatlow doing about taxation in these two flagrant cases? Nothing. On the three and a half million acres of this B. C. Southern grant the C. P. R. should be paying \$200,000 a year taxes, and his tax grant on this land to date will total a million dollars. The government has been heaping the taxes on the farmers and every industry, cutting down appropriations for trails, bridges, etc., and letting the C. P. R., Dunsmuir & Co., escape taxation. The laws command the government to impose and collect. Will you stand for this barefaced steal?—for it is nothing else—it is a steal from every one of you—from every citizen.

GRAFT NO. 5.
You will remember a year ago the C. P. R. were buying the Dunsmuir railway and land grant on Vancouver Island, but Mr. Dunsmuir refused to retain the coal. The land is exempt from taxation unless used for other than for railway purposes, but doubtless hundreds of thousands of acres of coal lands were held by the company exempt. Now there would be a severance. Coal land, except 640 acres where coal is being raised, was assessable as wild land and the tax was 5 per cent. Dunsmuir threatened to call the deal off unless the coal land was still to be free from taxation. Ottawa refused relief, Victoria was supposed to say no, but C. P. R. influence was all powerful. Legislation was passed in the absence of the coal land legislature and yet effect the object of the coal and railway grafters. For years there has been a tax of 5 cents per ton on all coal raised. There is a 5-cent royalty which does not apply to Dunsmuir—another reason why he should not escape taxation on great areas of unworked coal lands. The scheme resorted to was this: The Taxation Act was amended whereby a shipping tax mine had as a condition exempt as the coal tax and royalty paid would cover at 25 cents per acre. Thus Dunsmuir can hold two or three hundred thousand acres exempt from taxes; so can other companies, and by gobbling up the acreage where pit mouths are possible, stifle all competition and keep up the excessive prices of coal that prevail. But even this enormous concession was not enough. While the rest of the province now pay 4 per cent, on any wild lands we hold, the coal nabobs, who still have coal lands not covered by the 25 cents an acre exemption, have a 5-cent royalty on their lands to one per cent. Do you think the government is in the hands of the big corporation grafters or not?

GRAFT NO. 6.
I now come to another instance of C. P. R. rapacity, which for the time failed, but in some shape or form is certain to appear again at Victoria this winter. The C. P. R. bought a charter to build a railway from Spence's Bridge through the Similkameen. There was annexed a Dominion subsidy of \$6,400 per mile as far as Nicola. Last session the McBride government proposed to its followers to give \$1,000,000 subsidy to this road. Some of the followers kicked, and the grant was still-born. The fact is interesting as throwing a lurid light on the J. P. R. influence at Victoria. Here was Jim Hill actually constructing a railway through the Similkameen, asking no aid whatever and the government seeing the growth of industry was gradually increasing the revenue, prepared to throw the surplus away, and let districts suffering for public credit, etc., continue to suffer. Let all aid be given Mr. McGowan, Mr. Wright, Mr. Shatford and others who prevented that enormous graft, but will they have the courage to oppose some of the grafts that have already dealt with? I hope so, but I have fears, too.

GRAFT NO. 7.
The domination of the C. P. R. over the government and its lands department I have shown. I now come to a startling example of it that puts Hon. Mr. F. Green, chief commissioner of lands, and Mr. Tatlow, finance minister, in a sorry light. Will you believe that as to 800,000 acres of land belonging to the province, vacant and not to location under the Land Act, the C. P. R. has for months been offering it for sale as its own, and that as often as locators

have applied for portions of it to the government, its officials tell them to apply to the C. P. R.? It is absolutely true, and timber and other locators are being denied and defrauded of their rights for which an honest government will have to compensate them at our expense. To these lands the C. P. R. has no more title than it has the young man who has the title to the land scandals in this province this is the most unblushing.

In 1896 a land subsidy to the Columbia & Western railway, now the C. P. R. branch, from Rossland to Mt. Waiy, was granted, but no lands were provided in section 5 that "no lands shall be granted which are not designated and surveyed by the company within seven years from the passing of this act." No survey was made within the time limit and the company lost any right it might otherwise have had. The Dunsmuir government obtained the governor's signature to an order and contravention of the act—in fact, illegally. I can call the ministers themselves to prove this, and that the lieutenant-governor was induced to sanction the order, but the order was not in force until the governor's signature was attached. No. 260, dated May 2nd, 1905, it is expressly stated that "The company has applied for a grant of certain lands but it appears that the Lieutenant-Governor has no power to make such a grant in virtue of the provisions of section 5 of the Subsidy Act," which I have quoted to you. But order-in-council No. 27, passed February 18th, 1905, declares expressly that the 734,444 acres granted by the Dunsmuir government "have not yet been surveyed by the company," and therefore the illegality of the order is given as high as if we had never given an acre, and our industries and merchants are woefully discriminated against. How much better to provide for the needy ones whose toll has enriched the country. Without going into details I say this can be done without any increase in taxation.

Why should not the Liberal party stand for the principle of the 8-hour day, to be inaugurated in calling after calling and when it may be reasonable? Why should not the Liberal party stand for the classes and vested privileges, Liberalism stands for the masses and equal rights for all. It and labor, if each be true, can walk, not as one, but hand in hand towards the dawn of the better day. Let either party to an industrial dispute have the right to bring the dispute before an impartial tribunal for final decision so that strikes may be no more. The overwhelming election of the Seaton government again and again in New Zealand proves the beneficence of such an act.

Refusal of railway bonuses. If any aid be given the province must receive first mortgage bonds in return but might forego the interest for a few years. Mr. Hawthorthwaite and I stood for that policy in the House. Why, if we contribute a share of the cost of a railway, should we not own a part of it?

With our big railways in or building into British Columbia, we no longer have to give a dollar of bonus. These roads are bound to build feeders, and there will be as there is in the Similkameen a race between them to annex all promising territory. But of all for British Columbia is the example set by J. J. Hill in refusing all bonuses, making it hard for the government to hand out the loot to the C. P. R. Mr. Hill is saving the province millions in this way.

There are the questions of timber preservation, reforestation, fruit-growing, the survey of small holdings along our railways and adjacent streams, irrigation, and the same where so-called, whereby the province may make a big profit and at the same time attract thousands of settlers. There is the ownership of the telephones, and there are minor questions like free school books which must be left untouched.

For the attentive hearing you have given me, I thank you most sincerely.

THE NELL FLOATED.
Report Comes From North That the Vessel Has Been Towed to Georgetown.

Advices from Port Simpson state that the steamer Nell, which was blown on a reef in Duncan Bay, about eighteen miles south of Port Simpson, has been floated and towed to Georgetown, where she will again be repaired.

A dispatch from San Francisco of yesterday's date says: The steamer Grace Dollar, bound for Seattle, ran into the British barque Pax, lying at anchor, yesterday. Prompt action prevented possible loss of life. Both boats were badly damaged, the Dollar being forced to put into port for repairs.

Sectional steamers are due to reach Victoria to-day. The fleet includes the Lyra from the Orient, the Tees from Northern B. C. ports, the Queen City and Otter from West Coast ports, and the tug Czar from Klamath with the American schooner M. Turner in tow. The latter being the vessel which had such a narrow escape from going ashore on Bungle Island a few weeks ago.

The schooner S. Holmes leaves Nanaimo to-day with a cargo of lumber for Esquimalt to-day in tow of the tug Teacoma.

JAPANESE AMBASSADOR.
Tokio, Jan. 27.—It has been decided to raise the Japanese legation at Rome to the rank of embassy, and it is understood that M. Uchida, the Japanese minister at Berlin, will be appointed ambassador to Italy.

SECOND-HAND PIANO FOR SALE—\$130.
This instrument has been used by a teacher and is thoroughly well made. It is a grand piano, with a fine tone, and is in excellent condition. It is located at the Victoria Music Co., 38 Government Street, Victoria, B. C.

hours in smelters has had its effect, but Mr. Macdonald's warning to smelter owners and advice to revise the hours, asking meantime that the bill be not pressed was, as events have shown, the wise course, and when he becomes premier I have every confidence there will be equal wisdom, fair play for all and the disappearance of graft.

POLICY.
I have but few minutes left in which to discuss policy. I ask you what the government done for any industry beyond what was being done by its predecessors? For fisheries? Nothing. For the forests? Nothing. For the farmer? Nothing. For mining? Nothing. What, reform legislation? None, absolutely none proposed by the government. Conservatism gives two orders: "Mark time," then "As you were."

What is the greatest need of to-day? The solution we see hundreds of thousands in free rich England begging for work, but shouting "Damn your charity." There is a loss of national wealth every time a man willing to work cannot get it. Our greatest need is to provide work for men temporarily out of a job. British Columbia, with its areas of public lands, can easily do this and make money, too. New Zealand has done it. There need not be the slightest financial risk or the increase of a dollar of taxation. Another need is to provide for the old age of the deserving citizen whom misfortune may overtake and leave without proper support. How much better to utilize a portion of our public lands for this purpose rather than give them to greedy grafters. Already the Canadian Pacific railway has taken nearly 20,000,000 acres of British Columbia land, while the rates are as high as if we had never given an acre, and our industries and merchants are woefully discriminated against. How much better to provide for the needy ones whose toll has enriched the country. Without going into details I say this can be done without any increase in taxation.

Notice is hereby given that, sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land situated at Kitimat, Bulkley Valley, on the north side of Skeena River and east of Kitimatukum River, and beginning at post marked A. H. Price, thence running 40 chains north, thence running 40 chains east, thence running 40 chains south, thence running 40 chains west to the point of commencement, containing 160 acres, more or less.

POULTRY FOR SALE.
Buff Rocks, Black Langshans, Black Minorcas, Blue Game, White Game, Wyandottes, Silver Laced Wyandottes. These birds are all from prize-winning stock and will be sold cheap into a few White Leghorn Cockerles.

LAND REGISTRY ACT.
In the Matter of an Application for a Duplicate Certificate of Title to Lot 42, Part of Section 14 (Map 22), Victoria District.

Notice is hereby given that it is my intention, at the expiration of one month from the first publication hereof, to issue a duplicate of the certificate of title to the above land, issued to Robert George Johnston on the 8th day of September, 1891, and numbered 1300A.

ESTATE OF KATE AUSTIN, DECEASED.
Notice is hereby given that all persons having any claims against the Estate of Kate Austin, late of Victoria, British Columbia, who died on 23rd March, 1905, whose personal estate Letters of Administration were granted to the undersigned on the 14th day of April, 1905, and before the 14th day of February, 1906, after which date the administrator will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims which he shall then have had notice. All persons claiming against the estate are requested to pay the amount of their indebtedness to the undersigned forthwith.

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.
"Companies Act, 1897."
Canada: Province of British Columbia, No. 313.

"Metropolitan Life Insurance Company" is authorized and licensed to carry on business within the province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situated at the City of New York, in the State of New York.

The amount of the capital of the Company is two million dollars, divided into eighty thousand shares of twenty-five dollars each.

Sealed tenders, addressed to the Postmaster General, will be received at Ottawa, until noon, on Friday, the 2nd March next, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week, each week between COLQUHETZ AND VICTORIA from the 1st April next.

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THE Tree Copper Co., Ltd.

Purchasers and Smelters of Copper, Gold and Silver Ores.

Smelting Works at LADYSMITH, VANCOUVER ISLAND, B. C.

Head Office—Duncan's Station, Vancouver Island, B. C. Clermont Livingstone, General Manager

Builders' Hardware AND General Hardware

THE BLACKMAN & CO. LTD.

32 and 34 Yates Street, Victoria, B. C. TELEPHONE 53.

MINERAL ACT.

CERTIFICATE OF IMPROVEMENTS.
NOTICE.
Edison Mineral Claim, situate in the Quatino Mining Division of Rupert District.

Where located: West side of Southeast Arm of Quatino Sound. Take notice that J. D. Murphy, Free Miner's Certificate No. 383560, and E. B. Murphy, Free Miner's Certificate No. 383561, do hereby give notice, for the purpose of obtaining a Crown Grant of the above claim.

POULTRY FOR SALE.
Buff Rocks, Black Langshans, Black Minorcas, Blue Game, White Game, Wyandottes, Silver Laced Wyandottes. These birds are all from prize-winning stock and will be sold cheap into a few White Leghorn Cockerles.

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BODIES R FROM TWENTY-ONE BEI

An Official Inquiry Seattle-

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