

# MORE BODIES WERE PICKED UP TUESDAY

## Remains of N. P. Shaw Among Those Brought Here—J. Davis Makes Remarkable Statement Regarding Captain's Conduct.

(From Tuesday's Daily.)  
The Clallam disaster still overshadows Victoria. Business has been paralyzed, and the calamity is the one topic of discussion. There seems to be a general demand on the part of the public for a thorough investigation into the whole unfortunate affair, and actuated by this sentiment the board of trade has already taken steps to make representation to the Dominion government. A special meeting was held last night, and a committee was appointed to wait on Senator Templeman and request through him a full inquiry into the cause of the disaster. In addition a committee was appointed by the board of trade to see if something cannot be done towards supplying a more satisfactory and reliable service between this city and Sound ports.

Up to 2 o'clock five more names were added to the list of those whose bodies have been recovered. The body of N. P. Shaw was the first brought in. It was found on the straits about a mile from the entrance to the harbor. Later the bodies of C. H. Joy, Mrs. Margaret J. Gill, Peter Laplant and W. Cherett were picked up and conveyed to the undertaking establishments. Search is still being made, and during the day others are expected to be discovered.

The Princess Beatrice, on her way out from Victoria this morning, sighted what is believed to be the upper works of the Clallam, somewhere off Darcy Island. E. B. Blackwood, the local agent of the Alaska Steamship Company, who has had the tug Manic charter in the work of patrolling the straits ever since Sunday, dispatched her to investigate the matter.

In connection with the stories told by passengers of the lost steamer, a most significant statement is made by John Davis to a Times representative. Mr. Davis tells of an interview which he and about a dozen other passengers had with Capt. Roberts before the Clallam sank; how they were re-arranged with the skipper to place them in safety aboard the tug Holyoke, and of how the master of the ill-fated steamer had failed to do so, thinking that his vessel would last out for several hours, when, as a matter of fact, she sank twenty minutes afterwards. Capt. Roberts is also accused by the same passenger of having minimized the peril of his passengers in a desire to save his ship.

Early this morning His Honor the Lieutenant-Governor received the following dispatch from Ottawa which indicates in no small degree the indignation which was felt for Victorians in connection with the disaster.

Ottawa, Jan. 12th.  
His Honor Lieut.-Governor, Victoria:  
It is with deep regret that I have heard of the terrible disaster to the steamer Clallam. Please express my sincere sympathy with the bereaved and my admiration at the splendid behavior of all connected with that sad event.

(Signed) MINTO.  
In reply the following was forwarded to Ottawa:  
His Excellency the Earl of Minto, Governor-General of Canada:  
Your kind message just reached me. It will be gratefully received by everyone.  
HENRI JOLT DE LOTBINIERE.

R. GRIFFITHS.  
A terrible story of a struggle for life is told by R. Griffiths, a deck hand and a son of J. Griffiths, a resident of First street, of this city. Mr. Griffiths was one of the saved, who returned to this city on the steamer Rosalie last night. He was one of those who had clung to wreckage until the tug Holyoke came along. All was confusion during this time. While I was swimming about some one grabbed my ear and called out "I am worth all kinds of money," wanting me to save him. At first I did not know what was pulling my ear. I thought at first that a piece of wreckage was jamming against my head. When I

discovered it was a man I told him to let go, but before he would do so I had to strike him." With this Griffiths produced his hand showing where the back had been bruised.  
Asked about the condition of the Clallam, Mr. Griffiths refused to commit himself to any statement. "An investigation into this thing will be held," he said, "and until then I don't want to speak of what happened. All I can say is that it was pretty bad, and the dirt will come out in the washing. So far I don't suppose that any two stories of the disaster will agree."

Asked where the boats were launched from the Clallam, he said that they were lowered one after the other off of Trial Island. He did not know any of those in them except Miss Annie Murray, a Victorian, who was lost out of the second boat. Off Trial Island about two catboats were freight were jettisoned from the steamer. This included a car of mattresses for Veiler Bros, some canned meats and a quantity of oil cake for Brackman & Ker.

### PITIFUL SCENES.

Harrowing Incidents Connected with Launching of Boats.  
William King, the man who helped the deck boy cut the life raft from the sinking Clallam, on which the majority of the survivors escaped, was the last man to leave the ill-fated vessel, and after battling for fifty feet through the tumbling seas reached the frail craft and joined the men whose lives he had helped to save.

King, with his sister, Mrs. Carrie La Plante, her daughter, Verna, and her husband, William La Plante, Peter La Plante, brother of William La Plante, Thomas J. Sullivan, Thomas J. Sullivan, Louis Sullivan and Violet Sullivan; John Sweeney and Eugene Hicks. All were bound for Mount Sicker, where Thomas Sullivan has mining interests. Of this party King, William La Plante, Thomas Sullivan and Sweeney are all that survive. Miller was not on board the Clallam, intending to leave later.

In telling the story of his escape, King said:  
"Never as long as I live shall I forget the indescribable horror of the moment which followed the launching of the lifeboats filled with women and children. The crying of the women and children, the shouting of the officers giving orders, the calling of farewell to loved ones left behind, and the waves dashing against the fated vessel. Just as the second boat was about to push off I saw a man leap from the hurricane deck fifteen feet down among the crouching women in the bottom of the lifeboat. Others, crazed with fear, were ringing their hands and crying for help. While a few of the passengers were calm during the time the lifeboats were being put off, by far the greater majority were wild with fear."

"When the order was given for the women and children to go first, I saw one woman throw her arms around her husband and refuse to leave the ship without him. As first they were not let him go, but rather than have her stay aboard the vessel he was permitted to go. How the first boat ever cleared the ship without being crushed I do not know. I saw them pull away, but when the other boats were cast off I went below to help in the bailing. The other passengers say that the first boat got about a mile away from the ship when a mighty wave broke over it and it was never seen again."

"The second boat lowered was dashed to pieces almost immediately on being set off. It was a most horrifying sight, men and women struggling in the water. First the giant waves would beat them off from the ship, and then the backwash would bring them with a sickening thud against the vessel's side or pieces of wreckage. I saw several people stunned in this manner."

"One of the most pitiful sights of all was a mother who held in her arms a young child. After the lifeboat broke, I saw her come upon the crest of a breaker, holding the child high in her arms. I shall never forget the cries of the child. I closed my eyes, and when I looked again they were gone."

"It was about 1 o'clock in the afternoon when the trouble first began. I was in the saloon when I noticed the crew throwing the life-preservers out onto the tables. I noticed the boat had slowed down. At that time I should judge we were about four miles from the American shore. We could have made land easily, but the captain preferred to keep on for Victoria. We went to bailing but the water gained on us until finally the fires had to be dragged out to prevent an explosion. We were then, according to one of the officers, within four miles

of Victoria. We put up a sail, but the steering gear was broken and we could not manage the vessel. A heavy sea was running up from the south.  
"About 9 o'clock, I should say, we saw the lights of the Holyoke coming up. As she passed us the captain told her to tow us to an American port, and we started for Port Townsend, and until then I don't want to speak of what happened. All I can say is that it was pretty bad, and the dirt will come out in the washing. So far I don't suppose that any two stories of the disaster will agree."

"The Clallam did not let to port long before she did due to the fact that the hawser to the Holyoke, pulling as it did, prevented her listing. The Clallam stayed on an even keel until about ten minutes before she sank."

"In all there were about twenty of us bailing all the time. I bailed for three hours steady and then had fifteen minutes' relief. Most of those on board were so sick they could hardly stand. How they managed to work in their condition I do not understand. Those who were not busy bailing were busy throwing over the cargo, which was composed largely of oil cake. About two tons of coal were also thrown over."

"Where the water was coming from I could not see, but bailing as we were from the gates over the engines, it gained on us. About half-past 11 we saw the lights of a tug coming up behind us. The Sea Lion reached us about 12. By that time the Clallam was sinking. She rolled to port. The bow and stern were under water, and the survivors kept crawling up as she listed until they were all hanging on the rail on the starboard side. The deck boy and I, helped by one or two of the others, got the life-raft ready. He cut it loose and jumped aboard. The men were about fifteen feet on the life-raft and the deck boy put the oars in their places. A number of men were still clinging to the wreck. As I saw the light shore of I ran out on the main-deck and jumped off. A heavy sea was breaking. I had about fifty feet to swim through the breakers to the raft. Fifty feet through such a sea was a long way to go, and it was all I could do to make it. Twice I was submerged in heavy rollers, but held my breath and clung to the raft. By the time I reached the raft the Sea Lion had a boat out. They brought us a line by which we pulled ourselves aboard the Sea Lion, and the boat went on to pick up those left clinging to the wreckage."

"When it was found that the ship was sinking the wildest confusion reigned. Men tore their hair, shrieked and called to the tugs for help. The Clallam cut the little boat loose that was left on the ship, and it was almost an hour before he could be rescued in the darkness."

"There was a slight fog; only a few stars could be seen; but the phosphorescence of the water cast a ghastly light over the scene. When I got aboard the Sea Lion I was given a drink of brandy and got into a bunk, but could not sleep."

"We waited about the wreck until daylight. The morning showed only a piece of the railing, the pilot-house, a bit of the after cabin and a piece of the gallery stovepipe above the water. I believe the hull was gone. I know the cabin boy started to tear loose as the ship sank."

"There were, I think, about twenty-five men on the ship when she went. About fifteen were rescued on the life-raft. Between the time we left the ship and the raft and reached the Sea Lion, we rescued one man. He was an actor in the theatrical troupe aboard. We saw him rise on the crest of a wave and call to us. We pulled over and helped him on the raft. Hicks was drowned from the wreckage, after having been rescued from the second boat that was lowered in the afternoon."

"While I was bailing, about an hour after the women left in the lifeboats, a woman whose name I did not learn, jumped overboard, declaring that she cared to live no longer, now that his loved ones were dead."

LESTER W. DAVID.  
Former Mayor of Blaine Swam to the Tug Sea Lion.

Equipped with a life-preserver, Lester W. David, former mayor and one of the most prominent citizens of Blaine, swam to the tug Sea Lion and was hauled aboard. Mr. David displayed a distinction to talk of the death-dealing disaster.

"I do not know," he said, "how long I was in the water, but probably not more than half an hour. My life-preserver saved me. I do not know the hour the boat began to break up and sink, though I think it must have been about 12 hours after she began taking water."

"Three boats were lowered from the Clallam about 5 o'clock in the afternoon.

Two of these carried the women. The latter were No. 1 and No. 2. The other boat was No. 3. No. 1 and No. 2 were swamped within our sight, but No. 2 remained in view for a long time. However, I have no hope that any one embarked in these boats is alive. We could see the occupants of the capsized craft floundering about in the water. "The three boats launched were lowered from the lee side. Those on the windward side could not be lowered. An awful storm was raging, and it seemed impossible that any boat could live through such a sea."

"I would not attempt to give the exact position of the vessel, but when she began to go down we were making toward Danger Light. The pumps worked all right as long as there was steam, but with the rush of water the fires were extinguished. Everybody seemed to realize the fate that awaited us, and the crowd of circumstances behaved remarkably well."

"As the vessel sank she gradually broke to pieces, and those aboard were in turn washed into the sea. The tug Holyoke, which picked up the survivors, had towed us some distance toward Port Townsend. Next came the Sea Lion. She, to my opinion, performed the real life-work."

"The last people to leave the Clallam took a raft. All had on life-preservers. Many of these were washed off. "The Clallam, as I understood it, began leaking through the breaking of her deadlights. The water came in so fast that the fires were soon put out."

"Of the crowd that stayed with the Clallam until very few were left. "Too much cannot be said in praise of the officers and crew of the tug Sea Lion. They did everything possible for the comfort and safety of the survivors. The tug remained at the scene of the wreck until long after daylight in an effort to render assistance."

### AN OILER'S STORY.

Hang On to a Boat Until 5 O'clock Saturday Morning.

E. Parker, an oiler on the Clallam, fought against the flood that poured into the hold of the ill-fated vessel until the water was up to his neck, and then set away in the only boat that lived through the storm. When Capt. Roberts shouted to the men below that the ship was lost and ordered them to save themselves if they could, Parker grabbed an axe and cut loose the last remaining boat on the Clallam.

The boat swamped, but Parker held on to the raft and reached the sinking steamer only after fifty men and women and children—mostly women and children—had reached a watery grave. What will be the chiefest words of us, and what do we think of ourselves?"

Solemn requiem high mass was celebrated on Sunday by Rev. Father J. Latimer at the Roman Catholic cathedral in Port Townsend, where a well-attended mourning and sympathizing worshippers.

### REMARKABLE STATEMENT.

Passenger Tells of Important Conversation With Captain Before the Clallam Sank.

Picked up unconscious after a desperate struggle, being one of two now living who had been in boat No. 3, launched from the Clallam, John Davis, of Nanaimo, who was on his way to Victoria to secure employment at the time of the disaster, gives a harrowing account of the last hours spent aboard the steamer. He was one of the passengers who remained with Captain Roberts about the passengers' quarters when the Clallam after the tug Holyoke came to the distressed ship's assistance, and who objected to the steamer being taken to Port Townsend when, as he believed at the time, the vessel was closer to Victoria. Mr. Davis says that about a dozen passengers waited upon the captain and asked why he had not signalled the Holyoke for the purpose of placing the man aboard the steamer.

The captain replied, "I am running this part of it. When I see we are in danger I will signal for the tugboat to come back."

After this Mr. Davis says that the Clallam was not about twenty minutes from Port Townsend when, as he believed, they were all right, and the captain replied, "Sure. We can get there in three hours."

"I said, 'Why don't you run us to some rocks?' The captain said, 'I am not running the pilot. They can take us wherever they like.' "Well," I replied, "you could have signalled the tugboat and given instructions when the tugboat was alongside." The captain in reply stated that what he wanted to save the steamer. That was what he was looking after now."

Mr. Davis said in the course of an interview with a Times representative this morning that Captain Roberts seemed more anxious about saving the boat than he should, and he believed that the passengers were kept aboard for the purpose of helping in the work of bailing out the water. It was, he mentioned, about 3:30 o'clock when the boats were launched. All were in the water within fifteen minutes. He got into the third. There were in all about twenty in this boat. No one had charge. He and an oiler hunted about for oars, but before they could do anything in the way of guiding the boat she was capsized along the steamer. There were a couple of women in the boat. One was a girl of about twenty and the other an elderly lady. Neither he knew, but either, he thought, he could recognize. The girl was tall and the woman appeared to be very stout, but beyond this he could not describe their appearance.

When the boat capsized Davis had a

very vague knowledge of what had happened to the others. A big sea struck the oiler and carried him against the side of the steamer. The oiler then grabbed some wiring about a window, and in turn he grabbed his leg, both in this way assisting each other aboard. A third survivor, an elderly man, had clutched a piece of rope in the water and an effort was made to haul him aboard, but the poor fellow had lost his strength and releasing his hold on the line was swept away by a sea and lost.

In the second boat, Davis says that Homer Swaney was lost. There was a man in charge of this boat who did splendid service. He got away some considerable distance from the Clallam, but his greatest effort was soon frustrated by a huge sea, which rolled over the boat, drowning all.

Davis tells of having assisted another man in placing a tall young lady dressed in black into the second boat. The girl, he says, was hysterical and sick. She was bleeding freely from the mouth and nose and struggled against being lowered into the boat, but at the time he thought that there was no other course to follow. Land could be seen distinctly, and all the boats had attempted to make it.

The scene aboard the Clallam during the first hour of distress was heartrending. There was a newly married man aboard, said Mr. Davis, who saw his wife sink out of sight within a short distance of where he was standing on deck. He watched her until she disappeared, and then sank on his knees and prayed. There were many others who also fell on their knees and prayed. There was one elderly man who seemed to possess wonderful coolness, and three ladies clung to him as long as they could. One of the ladies was quite elderly and the others were young and fair complexioned and very stout. They were probably twenty and twenty-two years of age respectively. The women were all greatly excited but appeared to place every confidence in the elderly gentleman.

Mr. Davis's experience after climbing aboard the Clallam and until the vessel sank from under him is very much the same as that of others. When finally help came from the Sea Lion he had been in the water an hour and a half.

### FINDING THE DEAD.

Additional Bodies Recovered in the Straits This Morning.

Four bodies of those who met their death in the wreck of the steamer Clallam were recovered this morning. The police launch Edna Grace picked up three of these bodies between Brodie Ledge and Race Rocks. They were afterwards identified as N. P. Shaw, of Victoria; C. H. Joy of Barboursport, Ohio, and Mrs. Margaret J. Gill of San Francisco. Another body was found near the shore in the neighborhood of Beacon Hill by the steamer Princess Beatrice, and was transferred to the steamer Oscar and his brother, Peter Laplant.

The Edna Grace, which was specially chartered by the provincial police, to make a thorough search for the bodies of the lost, left the harbor at 7:30 o'clock this morning. Provincial Police Officer Campbell was in charge. Shortly after the Sea Lion and Oscar followed and before long H. M. S. Grafton came from Esquimaux to assist those engaged in the sad task of recovering all that is lost of those who perished on Friday night.

After about an hour's patrolling the Edna Grace discovered the body of N. P. Shaw, the first picked up—between one and two miles further out than Brodie Ledge light. It was lying in the middle of a bunch of seaweed, and was supported by a lifebelt. Directly after this the remains of Mrs. Gill and C. H. Joy were discovered, also held up by help and still retaining the lifebelts put on when it was discovered that there was danger of the Clallam sinking further out and in a straight line between Brodie Ledge and Race Rocks. They had evidently drifted by the action of the wind and the tide into the rip running between the two points mentioned.

An examination of the bodies left no doubt as to their identity. N. P. Shaw was recognized as soon as discovered. Besides a knife and a bunch of keys, a sum of money amounting to about \$350 was found about his clothes. His watch had stopped at 11 minutes past 4 o'clock. This would lead to the belief that Mr. Shaw was in the water at that time, a fact which does not harmonize with the recollections of survivors to the effect that he remained on board after the small boats were launched and assisted in the work of bailing.

The identity of Mrs. M. J. Gill was ascertained through a cheque for \$500 found in her clothes, on which her full name appears. She also wore a long gold chain with two nuggets attached, a wedding ring and a gold ring with sapphires. When taken from the water Mrs. Gill had a gentleman's overcoat tied by the sleeves around her neck.

There was some confusion in the effort to identify the body of C. H. Joy. Captain Sears at first stated positively that it was his brother, Harry Sears. An examination of letters, telegrams, etc., found on his clothes all pointed to the remains being those of C. H. Joy. This was explained to Capt. Sears and the latter afterwards affirmed that although at first sight the features looked like those of his brother, he could not be sure. "There is no doubt in the minds of the police that the body is that of the late Mr. Joy."

Shortly after 2 o'clock this afternoon a fifth body was brought into the city.

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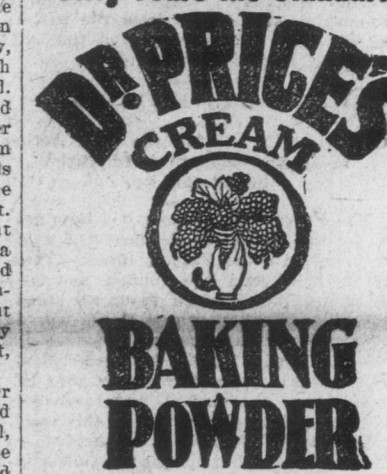
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### Fifty Years the Standard



### IMPROVES THE FLAVOR AND ADDS TO THE HEALTHFULNESS OF THE FOOD.

on one of the launches of H. M. S. Grafton, which picked it up off Clover Point. The body was that of an elderly man of Singapore, and papers found in his pockets give his name as William Cherett. He is a fair complexioned man of apparently 35 years of age, about five feet ten inches tall, and is dressed in black.

Not long after the body brought in by the Oscar was identified as that of Peter Laplant, at the parlors of W. J. Hanna. One remaining body, which answers to the description of Mrs. Reynolds, is still not positively identified. Friends are expected from Seattle to-night to decide whether or not it is Mrs. Reynolds.

Another of the bodies brought in on Sunday was identified as Miss Minnie Murdoch, of Seattle. Her body has not been claimed by any friends, and it is not known whether or not she has any relatives.

One of the bodies recovered on Sunday was positively identified last evening by Lester W. David, of Blaine, who is in the city. It was that of Miss Hattie Moore, of Ballard. The remains were forwarded to her home last evening by the Rosalie.

The remains of Miss Harris, of Spokane, were taken over to Seattle last evening on the Rosalie. H. C. Bellinger accompanied them to Seattle, where the father and mother will be met, who probably left this morning for their home in Spokane.

### THE LAST RITES.

Funeral of Miss Diprose This Morning—Other Funerals.

The first of the bodies to be recovered locally was laid to rest this morning in Ross Bay cemetery, being that of Miss Ethel Diprose, sister of Mrs. W. L. Chalmers, of this city. Miss Diprose was a native of Strathroy, and was but 22 years of age. She was qualifying as a nurse in one of the Tacoma hospitals, and was on her way to Victoria to visit her sister when overtaken in the disaster through which she lost her life.

The funeral took place this morning from the residence of her brother-in-law, W. L. Chalmers, corner of Fort street and Linden avenue. A large concourse of friends of the bereaved sister and her family attended.

The service, which was simple and impressive throughout, was rendered more touching by the singing in a tender and expressive manner of "Safe in the Arms of Jesus" by Mrs. D. E. Campbell.

The following acted as pallbearers: R. E. Brett, John Nelson, W. Christie, C. H. Topp, W. Dean and R. Forman. The funeral of Miss Gallely takes place to-morrow at 11 o'clock from Christ Church cathedral, and that of Capt. Thompson at 3 o'clock from his late residence and 3:15 from Christ Church cathedral.

The funeral of the late Capt. Livingston Thompson will be a full military one. The Fifth regiment will fall in line at the Drill hall at 2 o'clock and march to Christ Church cathedral, where the last service will be held. Three captains from the Fifth regiment and three from the barracks, Work Point, will act as pallbearers. A gun carriage will be procured from Work Point for the sad occasion.

At a meeting of the Victoria clearing house, held on Monday, it was decided that between the hours of 11 and 12:30 on Wednesday, while the funeral of Miss Gallely will be in progress, all business with the banks should be suspended as far as possible, and in order to carry this out the banks request their respective customers to co-operate with them as far as they can.

The remains of the late C. F. Johnson, one of the victims of the Clallam disaster, are being interred this afternoon. The funeral, taking place from the residence of his son-in-law, Chief Justice Hunter, the remains of Mr. Johnson arrived in the city from Port Townsend by the Rosalie last evening. Accompanying the body were Mrs. Johnson, the

Shoe Co. Ltd. (AND RETAIL.)  
d Shoes, Boots, Etc.  
Shoe Co. Ltd.  
A. B. C. Nanaimo, B.C.

Sheetings, Bleached Cantons, Ducks, Drills.  
Cotton Blankets.  
Y & CO., VICTORIA

er Co., Ltd.  
Smelters of Silver Ores.  
Works at  
VER ISLAND, B. C.  
N. Ry. or the sea.

THOS. KIDDIE  
Smelter Manager  
OUR  
Seidlitz  
Powders  
Relieve You of That Tired Feeling  
TRY ONE BEFORE BREAKFAST.

CYRUS H. BOWES  
CHEMIST.  
86 Government St., Near Yates St.  
Phones 425 and 450.

CERTIFICATE OF IMPROVEMENTS.  
NOTICE.  
General French, Little Boba, Baden Powell, General White, Strider Mineral Claims, situate in the Victoria Mining Division of British Columbia.  
Where located, Bugaboo Creek, Port San Juan.  
Take notice that I, H. E. Newton, F. M. No. 27007, and as agent for R. T. No. 27007, and as agent for R. T. No. 27007, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claims.  
And further take notice that action, under section 77, must be commenced before the issuance of such certificate of improvements.  
Dated this twelfth day of November, 1903.

ists were identical in many ways, should be able to come to some satisfactory agreement which would allow Canadian territory to pass through American territory to the Yukon without hindrance. Neither country could afford to be independent. If one took advantage of the situation the other was in a position to retaliate.  
Speaking of the Grand Trunk railway, he said when constructed it would open up valuable mining country. "Prospectors," he said, "are already hurrying in to the Yukon in order to locate claims, which they already have a knowledge, but have not bothered with on account of the lack of transportation facilities." There were indications of some excitement among mining men when the route of the railway through northern parts of the province became known.

Referring to the Yukon, he said that new diggings east of White Horse were looking very promising. It was generally thought that they would be the centre of attraction next summer.

Park Gowlin, editor of the New York Evening Post, and well known as editor and author of several books, died on Wednesday, aged 88 years.





ORDINARY AFFAIRS.

There is a danger that in the midst of the excitement provoked by the melancholy events of the past few days the immediate interests of the workaday world may be overlooked. Though all life's mutations ordinary governmental business, whether municipal, provincial or federal, must be carried on. The provincial legislature is in session. We can all exercise some influence upon its deliberations, we suppose, although there is discouragement in the thought that the Premier has cast himself absolutely into the hands of his Socialistic supporters and seems determined to retain office at the next price evidently agreed upon. The business of the province is already beginning to feel the effects of the completed work of the nominally Conservative, but practically class-conscious radical, administration. The House has been elected for four years. The gods alone know what further harm may be inflicted upon the true interests of the province unless some members now supporting Premier McBride be seized with a true sense of their responsibilities and refuse to sanction greater sacrifices and refuse to sanction greater sacrifices and refuse to sanction greater sacrifices.

But while as a province we have been delivered into the hands of the Philistines, our municipal affairs have been kept free, more or less, from sinister influences for the space of several years. We have selected efficient councils. The retiring Chief Magistrate was not a spectacular figure. He did not strive to gain glory from the dignity of his position nor to pose as a man whose transcendent abilities had raised him on a pinnacle above his fellows. Mayor McCandless was a business Mayor, and he brought his talents as a business man into play in leaving a clean slate for his successor to fill up. The public must do the rest. The aspirants to the office are men of good repute in every respect. One is a veteran in business, the other, comparatively speaking, a mere stripling. The one appeals on his record as an old resident and in various public capacities; he has earned in the ranks of the workers.

Two tried men are retiring from the council. Ald. Cameron and Yates have rendered the ratemakers faithful service, and their recent posts cannot be filled by the ordinary candidate. It is imperative not only that the old standard shall be maintained, but that it must be improved if possible. There are works of considerable magnitude to be undertaken this year. It would perhaps not be putting the case too strongly if we were to state that as a municipality Victoria has reached a critical stage in her history. A council of marked business ability is necessary to take charge of affairs at this time when all Canada is on the crest of a wave of progress. An efficient Board of Aldermen, imbued with a truly progressive spirit, could do a great deal to direct our affairs towards the desired goal. It therefore behooves the ratemakers to give the selection of aldermen their most careful attention. There is a large field to select from. In the twenty candidates before the people the choicest material is assuredly to be found. Integrity and sound judgment are of more value in a municipal council than oratorical ability. If the voters keep that fact steadily in view, while ignoring all appeals to matters entirely extraneous, the council of 1904 should leave as clean a record behind as any of its predecessors and the city in a markedly advanced state.

OPPOSITION TO GRAND TRUNK.

Perhaps it is only natural that Conservatives should hope and pray that the Grand Trunk Pacific scheme will not be carried out. The construction of the line will be of immeasurable benefit to Canada, it will create an era of unprecedented activity, and the opposition, not unnaturally, fears that the government will be given credit for the good times that will assuredly follow.

Mr. Borden undoubtedly wishes the country well, and would do all in his power to advance her interests, but he would prefer to be at the head of the party which could be credited with the initiation of such an undertaking as the new transcontinental line. Therefore the welfare of Canada must be subordinated to the welfare of the opposition. That is the position of affairs at the present time. The majority of the organs of the opposition in the West realize that the people are unanimously in favor of the construction of the road under the terms proposed by the government. The Colonist, which at first vehemently opposed the undertaking, is now unqualifiedly in favor of it, comforting itself by suggesting that there are some minor points in the programme that might advantageously be eliminated. The Toronto Mail and Empire and the Montreal Star are of course inflexible in their opposition. They suppose the electors of the East are either too firmly bound in the bonds of partyism to sanction any measure, however important to the country, brought in by the Liberals, or too diligent in their business in the piping times of prosperity that were maliciously born at the late death of the Tupper government to inquire into the merits of any scheme of importance to the country as a whole. But it will be found that in this matter the West and the East are practically unanimous.

Notwithstanding the rumors raised and sent out from the two great political centres, the Grand Trunk Pacific will be

built. The government is determined, and the fact that so many surveying parties are in the field shows that the company means business.

Our Conservative friends have committed many blunders within the past seven or eight years. They now admit in their espousal of the preferential trade policy that their leaders were mistaken in assailing that. The opposition to the Grand Trunk Pacific is the silliest mistake of all.

TIME TO ACT.

The year 1904 has made for itself a wonderful record in its short career. The day of its birth found a large part of the United States and a few households in Canada embracing as a result of the Chicago theatre fire. Train wrecks have added their quota to the long lists of mourners. Tempests and angry waters have claimed their victims by the score. Not satisfied with his grim work on the surface of the earth, Death has descended to the depths and reaped a rich harvest of precious human life. Pestilence is raging in India and other parts of the East, whose inhabitants have not learned the lesson of the necessity of living in accordance with the decrees of the higher powers of the universe. The story as told in words written in blood is indeed melancholy reading.

Descriptions of the scenes on board the wallowing wreck of the Clallam touch us most deeply in this part of the world. Many of us would fain close our eyes to the pictures drawn by survivors from the doomed ship. We should prefer not to think of the unutterable feelings of husbands and fathers as they gazed at this world of real value to them in this world to the frail boats which seemed to afford the one slight hope of escape from the angry waters. The fact that in the hour of peril mothers forgot their children, that one little one was found asleep, sweetly and mercifully dead to the storms that were reeling human hearts, and that the power of human hands, and the condition of those on board the derelict. We would prefer to banish all thoughts of these things from our minds, but time alone can lower the curtain of memory.

But there is some satisfaction in the thought that while judgment may have been at fault, that while responsibility for the Clallam calamity rests upon some shoulders, every man on board seems to have played a manly part. It but remains for us to find out where the responsibility for the catastrophe shall be placed. We are pleased to observe that the Victoria Board of Trade is not disposed to be satisfied with the inquiry that is to be held in the United States. It is true a coroner's jury is prosecuting an investigation and will submit a report; but it is a question whether such a body can be expected to deal with the matter satisfactorily. It can hardly be expected to devote the time, even if it were adequately equipped, for the task of probing for the truth. That is a work for expert men familiar with the construction details connected with the building and navigation of ships. In this case exceptional difficulties are sure to be encountered. A full and exhaustive investigation may not be desired by those chiefly interested, and, the founded craft being a foreign one, obstacles may be placed in the way of the submission of evidence. As it is imperative that the public be informed not only as to the manner of craft they have been entrusting their lives upon, but as to the seaworthiness of the same, we do not see that anything short of an inquiry authorized by the Federal government can be satisfactory. There is a danger that the public, the first shock of the disaster forgotten, may lapse back into a condition of apathy and once more place itself at the far from tender mercies of those who value big dividends more highly than the lives of fellow-beings.

VICTORIANS NOT TO BLAME.

Some of the newspapers on the Sound, with a sweet reasonableness that is characteristic, blame Victorians for the loss of life which resulted from the wreck of the Clallam. We are accused of apathy and indifference under circumstances which should have aroused the most plegmatic to action. We confess we are not particularly surprised at these foolish charges. Some attempt must be made to direct public attention and popular indignation from those really and criminally responsible for the wreck and its consequences. It is rather late in the history of the world to attempt to lay such charges. We are not a degenerate offshoot of the British race, and Britons have given too many proofs of their indifference to danger when human life was in peril upon the unstable elements for such allegations as those printed in the Sound newspapers to lie against either sailors of our naval or of our commercial marine squadrons.

It has been explained already that the officers of the navy were not apprised that there was a vessel in distress. They knew absolutely nothing of the catastrophe until the succeeding day. If they had known we feel quite safe in saying that not only would the larger vessels have been prepared for sea regardless of possible consequences to boilers, but the launches would have faced the stormy waters and there would have been no lack of officers and men burning with eagerness to succor the

unfortunate people on the storm-tossed ship, regardless of possible consequences to themselves. Why the navy was not apprised to has not yet been explained. Possibly the representatives of the vessel, here, like all others, did not entertain a thought that there was any danger of an assembly seaworthy boat foundering in such a blow.

The reason why assistance was not sent out from Victoria has already been explained. There was not a single steamer in port in commission. It was thought vessels could be procured from Port Townsend, the direction in which the Clallam was drifting, quicker than from this port, with the boilers of every available steamer cold. Captain Sears went out from Sidney in the Iroquois and at great risk to his steamer and his person, scoured the waters for hours in search of the foundering ship. Captain Troop has told us that on the down-trip he saw that on the Chameran presence of a vessel in distress, and his conclusion naturally was that the tugs from Port Townsend had secured her and that all was well with passengers and crew.

Once more it may be well to point out that if a boat had been found in Victoria ready to go to sea on the instant the distress of the Clallam was discovered not one of those sent forth in the lifeboats could have been saved. They had already been committed to the waters and a grave error of judgment perpetrated. Even when assistance was alongside the survivors were not permitted to leave the waterlogged hulks, another incomprehensible lack of appreciation of the value of human life as compared with the salvage of property which has been demonstrated to be of less than no value.

We observe that one newspaper in British Columbia which can always be depended upon to butt its stupid head against facts in the hope of discrediting Victoria and injuring the Dominion government, goes even farther than the American press in its gibes at this city. The New Westminster Columbian asserts that "over and over again appeals made for a life-saving steamer have been rebuffed, as those which attended the wreck of the Clallam. This charge will surprise the seafaring men of this port. The aspersions of the Columbian are unworthy of attention. As for the charges of the American newspapers, they are made for a purpose. The investigation into the condition and working of the Clallam will be fully in accord with that purpose. The foundering of the Clallam, it is now evident, has been the result of a contingency beyond the power of human foresight to guard against. The boat apparently fell to pieces under conditions which a properly constructed steamer should have withstood for an indefinite period. That is the opinion in Victoria. The owners will have an opportunity of proving that that opinion is ill-founded.

A correspondent writes: I have been requested to have you ask the question: "Was the Clallam refused insurance against destruction by the elements?" Does it not seem strange that a ship valued at \$85,000 would be uninsured, except for fire and collision?

THE CLALLAM'S SUCCESSOR.

It is announced that the steamer "Whatcom," known to Victorians as the Majestic, is to succeed the Clallam on the run between Victoria and the Sound. If the owners have so decided we suppose there are no means of preventing them from carrying out their intentions, provided the vessel passes inspection and is pronounced in all respects seaworthy. But we can at least protest and point out that without assurance of the seaworthiness of the vessel, some confidence should not necessarily be diverted to other routes. If the remodelled and enlarged steamer is placed upon the run, it would be well for the proprietors to demonstrate in what manner she has been strengthened by the broadening of her beam and the enlargement of her accommodation. Unless explanations be vouchsafed it is a fact that people not familiar with the technical details of ship construction will conclude that the reconstruction of the Majestic must have weakened rather than strengthened her structurally. They will assuredly argue that unless the boat was reconstructed from the keel up she cannot have been rendered more seaworthy than she was before. We have read of vessels being cut in two and lengthened by many feet without impairing their stability or strength. Perhaps some expert in the business will explain whether it is usual, or possible, to add to the beam of a wooden ship with like results. In the absence of a guarantee from an authoritative source we can assure the owners of the Majestic that there will be a feeling in the public mind that while their boat, if fortunate and the elements favor her, may pass successfully through several tests, a day will come when the luck will change, and she will fall to pieces just as the Clallam did.

The opinion prevails in this city at present that no chances of that kind should be taken. We are convinced that the Board of Trade will oppose the substitution of the reconstructed Majestic for the Clallam, and that whatever action be taken by that representative business body will be endorsed by the citizens. Such being the case, the company must understand that it would be a false move from a merely business standpoint to fly in the face of public sentiment, and that until we accomplish our object we are unwittingly the proximate cause of the Clallam disaster, and although we cannot

recall the dead or alive the grief of those who mourn, yet we can and should at once remedy an evil so as to prevent a possible recurrence of such a heartrending spectacle. FRANK HIGGINS.

COMOX LICENSING COURT.

To the Editor:—Having heard that an article lately appeared in your columns showing that no Liberals need apply for a license, and being one of those present at the sitting of the licensing board at Comox, I can vouch for the fact that it is not without foundation, and I judge that only half of the truth has reached you. From what I gathered, Mr. Holmes, whose application has been before the board for the last 2 years, made application to the inspector according to the act, sent his fee to the finance minister a few days before the sitting of the court, but his name not being advertised as an applicant he was totally ignored, and one of them seemed to doubt the accuracy of his statements. When Mr. Holmes's statements seemed to be doubted he made a statement in a manner not becoming the dignity of the court. He at once apologized. The license inspector threatened to have Mr. Holmes placed in the adjutant jail.

I believe Mr. Holmes has appealed to the Lieutenant-Governor in council for an apology for his conduct, and one of them seemed to doubt the accuracy of his statements. When Mr. Holmes's statements seemed to be doubted he made a statement in a manner not becoming the dignity of the court. He at once apologized. The license inspector threatened to have Mr. Holmes placed in the adjutant jail. I believe Mr. Holmes has appealed to the Lieutenant-Governor in council for an apology for his conduct, and one of them seemed to doubt the accuracy of his statements. When Mr. Holmes's statements seemed to be doubted he made a statement in a manner not becoming the dignity of the court. He at once apologized. The license inspector threatened to have Mr. Holmes placed in the adjutant jail.

One of the most remarkable circumstances of the case was, while Mr. Holmes, who has been a resident here for the last 20 years and accommodated many who would have been sent adrift, was refused a license, an application from a gentleman named at Willow Point, one of the most isolated places on the coast, and, as they hold a brief for the inspectors here; they are not able to answer for themselves; but I write this to impress upon the writer the necessity of seeing to it that the statements of the kind contained in this letter are made that they should be altogether true. Instead of which, if we were to take the word of the reporter, the statement in the case of the Alpha, which it is claimed, was inspected here, it is stated she went unmanageable in a gale and wrecked on the coast, and the wreck of the ship was found through the indecision and incapability of her master, the seaworthiness of the vessel, and the factor whatever in connection with the loss.

In the case of the Senator, it is stated that she was inspected at the outer wharf, and the Senator never came to the outer wharf. She sailed for England, and in the Sandwich Islands in alleged distress, came back to Esquimaux to be put into the harbor, but after trifling repairs made the trip to England without difficulty, but under the command of a master rather than the captain. I do not oppose the Countess in her suit for divorce, he was guaranteed an income of one thousand pounds per annum, of which the quarterly payment, due January 1st, is now overdue. He says there is a written agreement to this effect, and his attorney has written to the Countess asking the quarter's payment, which is expected shortly.

THE PROBABLE CAUSE. To the Editor:—I see from the reports of the disaster to steamer Clallam that the breaking of a deadlight is given as the cause of the disaster. Now, while it would be absurd to suppose that this alone, if properly put in, would cause the vessel to stop the launch of water, it might lead to the disaster if not properly fitted. The cutting of the outer planking and also the inner facing weakens the hull at these points, and unless compensating timbers be added and planking secured at these openings, with thorough fastenings, they become an element of danger in a heavy sea, as the ends of planking at these points, through heavy rolling or striking drift log, might be parted from the timbers. This would result in an inrush of water behind the ceiling, which could not be stopped unless the leak could be located and ceiling cut at that point, which is well-nigh impossible.

I had occasion last summer to inspect a vessel built on the Columbia river for ocean service, and I observed as a serious defect in her construction that between the frames where the deadlights had been fitted the spaces had not been fitted in below the openings, consequently in case of breakage of the deadlight the water would pour into the ship between the frames of the ship and behind the ceiling. I do not know whether the Clallam was provided with deadlights fitted in this style, but if so, it very probably was the cause of the vessel filling so rapidly. I hope that all vessels engaged in navigating open waters and subvized by our governments to carry mails and passengers will, as a condition, be required to be built according to Lloyd's rules of registry. This will in the end be better for the owners and safer for the public.

W. WALKER.

Patrons' Sons Wanted with knowledge of the work in an office, \$60 a month with advancement; steady employment, must be a native-born, and ready to accept the association are being established in each Province. Apply to THE ASSOCIATION, 100, Queen St. W., Toronto, Ont., U. S. A.

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ABOUT THE SENATOR.

To the Editor:—Some person signing himself "Sailor" (afraid to sign his own name) states that the ship Senator was surveyed at Chemainus. He could have also stated that Capt. Clarke (harbor master) and Capt. Collier (hull inspector of Victoria) also surveyed her in Royal Roads; that when the crew refused to sail on the Senator, because she was unseaworthy, some of them were sent to jail for refusing duty on eight weeks; also the vessel put into Hilo, Sandwich Islands, in a leaking condition, and also she started for her destination, and was found to be leaking so badly that they shaped a course for Victoria. When she arrived here the deck load was discharged and the vessel corked and otherwise repaired. Then only one-third of her deck load put aboard, when she sailed for the Old Country, and arrived safe under a new master. If the gentleman signing himself "Sailor" will call on me I can tell him something about the Senator, and the circumstances that have been surveyed.

W. M. TYSON, Empire Hotel, Victoria, Jan. 12th.

W. A. GALLIHER WAS UNANIMOUS CHOICE.

Selected as Liberal Candidate For Kootenay at Convention Held at Nelson.

Nelson, Jan. 13.—W. A. Galliher was unanimously selected as the standard-bearer of the Liberal party for the new constituency of Kootenay in the Dominion House at the approaching general elections, by one of the most representative, enthusiastic and business-like political conventions ever held in the province or out of it.

The convention was called to order in Fraternity hall at 2 o'clock yesterday afternoon, when between 50 and 60 delegates were in attendance. Mr. Galliher's name was proposed by F. Thompson, of Cranbrook, and seconded by Dr. Kerr, of Rossland. Mr. Cameron, of Trail, seconded by Henry Roy, of Rossland, nominated Dr. Sinclair, of Rossland. With the consent of his mover and seconder, Dr. Sinclair withdrew his name, and a motion carried that the secretary be instructed to cast a single vote for Mr. Galliher as the unanimous choice of the convention and that the nominee be set for.

ONE WHO WAS PRESENT.

SHIP INSPECTION.

To the Editor:—I note in the Colonist a letter over the signature of "Caesarea," making certain allegations re the inspection of vessels at this port. I do not intend to answer for myself; but I write this to impress upon the writer the necessity of seeing to it that the statements of the kind contained in this letter are made that they should be altogether true. Instead of which, if we were to take the word of the reporter, the statement in the case of the Alpha, which it is claimed, was inspected here, it is stated she went unmanageable in a gale and wrecked on the coast, and the wreck of the ship was found through the indecision and incapability of her master, the seaworthiness of the vessel, and the factor whatever in connection with the loss.

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THIS WEATHER BREEDS FEVER AND PNEUMONIA.

Thousands of Sick People Seeking Hospitals—Take Warning and Keep Up Your Strength. A tour of the hospitals in the large Canadian cities shows a surprising number of patients suffering from different complaints brought on by the present unhealthy weather. The winds are full of searching dampness and loaded with myriads of germs just waiting for a favorable opportunity to fly down your throat. If your vitality is low these germs are sure to break out in some malignant disease.

THE THIBET MISSION.

London, Jan. 13.—The Times Pekin correspondent says China does not oppose the British mission to Tibet, and that to the contrary rather approves of it, as a possible check to Russian intrigues with the Dalai Lama, which are likely to be detrimental.

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The camellia (flower) was named from George Josef Camell, a German botanist.

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Even the Germans are now pessimistic. The czar trusts to Admiral Alexieff as to what attitude Russia should maintain.

THE CZAR TRUSTS TO ADMIRAL ALEXIEFF AS TO WHAT ATTITUDE RUSSIA SHOULD MAINTAIN.

Berlin, Jan. 13.—3:37 p. m.—Official opinion regarding the probability of war between Russia and Japan has suddenly changed. Intelligence received at the foreign office yesterday has caused the government for the first time since the controversy began, to believe that the situation is extremely tense. The views held are reversed and war has become a proximate contingency, according to the view held in official circles here. Japan's delay in answering Russia's last note is deemed here as being a symptom that a grave decision is under consideration.

RUSSIANS READY.

New York, Jan. 13.—A dispatch to the Herald from St. Petersburg says: "From a highly placed general, whose opinions I had not given the Herald, I am able to tell you that communications of the highest importance are now passing constantly over the wires between Admiral Alexieff and the emperor. On these much depends. The czar, while extremely desirous of peace, is equally firm concerning Russia's prestige and her trusts, now that matters are so far advanced and are in such a critical phase, to the entirely good judgment of the emperor as to what is necessary to be done."

"A general, who is a strong friend of peace, says: 'There may still be hopes of peace left, but I fear the political atmosphere is so charged with electricity that the storm may break at almost any minute.'"

"One thing I can tell you is that the general staff is most fully prepared for an outbreak of war. All of our arrangements are perfect. All we have to do is to press the button and the whole machinery will start working."

"It is probably just this very readiness which has given rise to the marked hurrying of the Japanese and the international generally note sounded that Russia is getting very tired of the political game of chess, which has been going on so long in the Far East, and would like to say that the Japanese, as reflected in my telegram yesterday telling of the general spirit of impatience."

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CHINESE IN RAND MINES.

Sir Wilfrid Laurier's Reply to the Premier of New Zealand. Ottawa, Jan. 13.—Sir Wilfrid Laurier has received a cable from Premier Seddon, of New Zealand, asking the Canadian government to join with the New Zealand government in protesting to the British government against the employment of Chinese in the mines in the Rand. Sir Wilfrid, in reply, said that the matter was one which Canada has nothing to do, therefore he could not see his way to interfere.

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CONTINUATION OF THE WILL OF CHAS. E. PO.

CROSS-EXAMINATION OF CHAS. E. PO.

Was Completed Tuesday—S Other Witnesses on the Stand.

(From Wednesday's Daily.)

The cross-examination of Chas. E. Poole was continued on Monday in the Hopper vs. Dunsmuir case.

Witness identified the partnership declaration of Mrs. Joan Olive Dunsmuir dated October 23rd, 1894.

Sir Charles H. Tupper called attention to the fact that witness had shown certain memory in recalling dates which Alex. Dunsmuir attended to the case.

Witness said he had looked over books the day before. A declaration dated 23rd October, 1894, was presented by Mrs. Joan Dunsmuir, and witness said he had not signed it.

Witness said it most likely was Sir Charles called attention to the fact that witness had shown certain documents which were in his possession.

Witness said that he knew about it. E. P. Davis, K. C., said that the documents, and that personal was not interested in it.

Referring to the assignments of Dunsmuir for \$200,000 and \$8,000,000, witness said he thought it was owing to her by the company in witness could not recall the exact of the assignments. It was proposed that they were drawn up in December of the agreement under which Mrs. Dunsmuir passed the property of the company to her.

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In June, 1900, Mr. Peters gave the agreement of 1896. This was shown by witness to James Dunsmuir. In 1896 Alex. Dunsmuir instructed witness not to sign any such agreement, and witness thought it was property, Mr. Peters said he thought San Francisco business belonged to Dunsmuir.

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On Monday afternoon witness was Geo. Gillespie, manager of the Co. Bank of Commerce, and Capt. Freeman were examined.

Alex. Dunsmuir had to witness had an interview with him in San Francisco. He had seen Mrs. Dunsmuir in connection with a business transaction. At that time he was quite sober. He was at home and in bed. He gave the impression of being drunk. There was no impression in his speech that he was a mariner, and his present occupation master for R. Dunsmuir & Co. San Francisco. He saw Alex. Dunsmuir frequently from 1892 to 1901.

He was commander of the Glory of the Seas, plying between San Francisco, and met Mr. Dunsmuir every time the ship arrived in Frisco. He was on intimate terms with him. He always found Alex. Dunsmuir in his business dealings. Witness considered of his time to be with Alex. Dunsmuir. He had seen carrying a pillow. He had been acquainted with Mrs. Wallace. Alex. Dunsmuir for about 12 years had an interview with him in San Francisco. He had seen Mrs. Dunsmuir in connection with a business transaction. At that time





FINAL MEETING OF CIVIC CAMPAIGN

LARGE ATTENDANCE IN THE CITY HALL

Candidates for Mayoralty and for Aldermanic Board Receive Good Hearing.

The final meeting of the civic campaign held in the city hall on Wednesday was probably the most remarkable on record in some respects.

Anton Henderson presided at last night's meeting. He again outlining his platform said that he hoped that the party would this year be extended to Johnson and A'Hee streets.

Legislation was always a fruitful topic of discussion among the municipal Chinese. Another urgently required improvement was the extension of Birdseye Walk.

Ed. Bragg said one of the matters creating friction in North and South wards was the little expenditures they receive from the city.

C. E. Redfern in his opening remarks again expressed his opinion about the urgency of the work to be done in filling in the James Bay flats.

He was opposed to gravel and shingle being taken out of the city streets, threatening the Dallas road.

Ed. Ald. Humphrey was the first candidate for aldermanic honors called on. He was the only one who spoke of what had been done, but for what had not been done.

Wm. Wilson, the next speaker, said that his entry into the municipal arena again was due to the unsanitary condition of the city.

He introduced the first by-law for the paving of Fort street, also for regulating the waterworks.

J. P. Efford considered the filling in of the flats the first matter of importance to the city.

Dr. J. P. Efford's address Mayor McCandless entered the hall and was accorded a hearty welcome.

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The Sunlight way of washing requires little or no rubbing. You should try Sunlight Soap. Will not injure dainty fabrics.



he had interviewed the E. & N. Railway Company, and had obtained figures which were lower than the Seattle company had offered.

B. S. Odly, a candidate for alderman for South Ward, was cordially received. As a debater he had no pastime to atone for, and if elected hoped to say the same twelve months from today.

The building and grounds committee reported that in their opinion the new school board should secure the erection of at least one fire escape from the upper story of the North Ward school at as early a date as possible.

The city superintendent reported the result of his quest for suitable accommodations for the Chinese pupils in the city schools.

On motion of Trustee Boggs it was decided to ask the agent for the building to ascertain from the executor of the Keating estate on what terms a five-year lease of the premises could be secured.

Mr. Binns for superintendent of the Victoria manual training schools in succession to Mr. Dunnell was discussed, and ultimately it was decided, on motion of Trustee Hall, seconded by Trustee Jay, that in the opinion of the board it was not desirable that any change should be made for the present in the relative positions of the teachers in the manual training school.

In regard to the teachers' class in brush drawing and clay modelling the board adopted the same arrangement that prevailed last year.

The city superintendent suggested that assistance be given towards organizing a teachers' class in domestic science, but nothing was done.

The order paper being exhausted the board resolved itself into a committee on felicitations. This being the last meeting of the board for the present year.

Trustee Jay spoke in similar strain. He commented on the marked improvement in the school staff during the past few years, due to the careful administration by the board.

Trustee Mr. Jenkins and Boggs likewise expressed themselves. Mr. Drury, in reply, thanked the members of the board for their kind expressions.

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SEPARATE ROOMS FOR THE CHINESE

THE SUPERINTENDENT MAKES A SUGGESTION

Advices That Building Be Leased and Readjustment of Classes Made

The board of school trustees for 1903 held their last meeting in the city superintendent's office Wednesday evening.

Quite a number of matters were dealt with, the most important of which was the question of securing separate apartments for the Chinese, a problem which it is believed will be solved.

The usual recommendation of the finance committee regarding the payment of accounts was adopted.

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THEIR ASSESSMENT ACT

Farmers of Cowichan Discuss Taxes and Game Act

The residents of Cowichan held a meeting at Cowichan Station on Wednesday, 6th, at which their representative, Mr. Evans, was present, to discuss the local land tax question.

It was pointed out that a large area of land on Cowichan Bay, comprising over 2,000 acres, pre-empted from 20 to 40 years ago, has been in the hands of speculators since the E. & N. railway was constructed, and although it has all gone back to its former wild state years ago, it still pays but a nominal tax compared with those who are residing and improving their places.

The feeling of the meeting was almost unanimous that all of it ought to pay the wild land tax, as the owners held it at a figure which prevented any purchasing, thereby retarding the growth of the settlement.

A motion was passed asking the government to have a special assessment made of this part of the district so that the assessor could revise his roll on a fair basis for all concerned.

Mr. Evans thoughtfully explained the working of the new assessment act, and that the duties present could comprehend it. He also advised the residents of Cowichan to form a municipal body, whereby they would be far better off and more independent, and gave them a description of how the municipality of North Cowichan was conducted.

The annual general meeting of the Victoria Agricultural Society was held in the city hall Wednesday. Mayor McCandless, the president, was in the chair. In addition to Secretary R. N. Swinerton, there were also present Mr. Baker, W. F. Norris, Watson Clarke, H. D. Helmecken, K. C. J. T. Higgins, W. J. Hanna, Dr. S. F. Tolmie, J. W. Bolden, John Richards (Fremont Island), James Wilby, Frank Scott, Christy, Miss A. D. Cameron and others.

The annual report of the executive committee was read as follows: Gentlemen—At the annual meeting held during the week of the exhibition, on the 9th of October last, resolutions were passed relating to the board of management.

The statement of receipts and expenditures and auditor's report have been published in the newspapers. It will not be necessary now to make any extended remarks in reference to it.

The expenditure amounted to \$12,988.22, the ordinary expenditures being \$12,687.47, only \$300.75 short of the receipts. The surplus on the capital account, \$290.00; expenditures for previous years, \$31.75. Total, \$12,988.22.

The city, since the statement was audited, donated the sum of \$700.00 to cover this debit balance. This amount was the only sum received from the city for last year's exhibition. We mention this fact as many were under the impression that there was an annual contribution of \$1,000 as well.

We would suggest to the board of management the advisability of appointing a committee for the purpose of considering the constitution and by-laws, with the object of reporting such amendments as they may think necessary. This committee should be organized as soon as possible and which require careful thought and time for investigation.

The following matters might be considered by such a committee: 1. The alterations necessary to provide for the management of the association by an executive.

The removal of stock before the closing of the exhibition. There was a suggestion expressed by both prospective buyers of stock and visitors at the stock buyers' list on Friday. Quite a large number of buyers from Sound points arrived, but found on Saturday that all the stock had been taken away.

The advisability of changing the date of the annual meeting. Although the holding of it during the week of the exhibition assures a large attendance, it is inconvenient for those engaged in the active management of the exhibition, their attendance very often being urgently required elsewhere.

EXHIBITION DATE HAS BEEN FIXED

IT IS TO BE HELD EARLY IN OCTOBER

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A suggestion was made by Mr. Bullock of Salt Spring Island, as to the advisability of exhibitors of stock stating on their entry form if such are for sale, and if so, the price, on a sale being effected. This, we understand, is carried out in most of the Old Country fairs and meets with success.

The definition of professional and amateur should be more clearly defined. Another piece of evidence is the drapery that was removed from the main hall, and handed to the criminal court building. Most of the doors bore evidence of having been locked. They are burned on but one side, and in a number of instances the doors were forced open and the locks broken. The door where the bodies of so many dead were found is among the pieces of evidence seized.

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JAPAN HAS SENT NOTE TO RUSSIA

MARKED CHANGE IN ATTITUDE OF CHINA

No Time Limit Fixed For the Termination of the Negotiations.

London, Jan. 13.—A dispatch from Tokio to Reuter's Telegram Company says that Japan's answer to the last Russian note was handed this afternoon to Baron de Rosen, the Russian minister, and that negotiations will be continued without any time limit set for their termination.

The demands which Japan is said to have made, according to reports published abroad, have caused some surprise in Tokio, according to the dispatch, and it is now stated that Japan never asked for the evacuation of Manchuria, but, on the contrary, frankly recognized Russia's special interests there and her right to protect them. Japan only demanded the realization of Russia's voluntary pledges respecting China's territorial integrity in Manchuria and the freedom of residential rights and international trade therein.

Panic in Korean Palace. London, Jan. 14.—The Seoul correspondent of the Daily Mail cables a description of the panic which has seized the Korean palace.

The Emperor has issued a pitiful edict stating that the country is likely to be lost owing to the weakness and vacillation of the people whom he counsels to act for the best in their own interests.

The Emperor has also issued an ordinance warning the army not to fire in the event of a collision between foreign troops. The correspondent adds that the entire city is extremely turbulent.

The Times' Moscow correspondent says he hears that the government has claimed the services of the entire volunteer fleet.

London, Jan. 14.—All the morning papers have editorials which attack greatly the importance to the ratification of the commercial treaties between the United States and China, and between Japan and China. The consensus of opinion in the editorial states is the ratification of the treaties implies an act of sovereignty by China equivalent to a declaration that Russia's occupation of Manchuria is only temporary and for specific purposes.

The Times' Peking correspondent says: "Russia's position in Peking is now a remarkable one, and the change in China's attitude is striking. Russia's position is now a remarkable one, and the change in China's attitude is striking.

The Daily Mail's Tokio correspondent says that Japan's last note is couched in most courteous language, but that it affirms absolutely and unambiguously Japan's inability to accept Russia's proposals, either as regards Korea or Manchuria.

Alarming Dispatches. New York, Jan. 13.—The Allan line agents have received the following dispatch from the headquarters of the Allan company in Glasgow:

"Make no more freight contracts at current rates. War inevitable and likely to be declared to-morrow."

The dispatch adds that Japan is effable to begin fighting, and that the entire country is roused and ready for battle.

Other dispatches received here from the Far East show that Japan's attitude toward the czar remains defiant, and that Russia is hastening preparations for war, which is now regarded as inevitable.

Transports Required. San Francisco, Jan. 13.—A cablegram to the Pacific Mail Steamship Company to-day announced that the Japanese government had impressed into the transport service the three steamships of the Oriental Steamship Company, sailing between this city and the Far East. The vessels are the Nippon Maru, Hongkong Maru and the American Maru. They are fast boats, built in 1900, and have been under Japanese subsidy.

REMINISCE FOUND NEAR PORT ARTHUR

Trailing Shirts and House Files Spurred Typist.

Winnipeg, Jan. 13.—A man was discovered frozen to death at Hymers, on the Duluth extension of Port Arthur on Monday. Coroner Brown has left to investigate.

The New Westburner, in session at Calgary, have decided to admit United States advocates to practice under very strict rules. It carries also reciprocity of the provinces and colonies, as soon as these others were ready to grant the same privileges to the Territories.

N. D. Beck, of Edmonton, was elected president; E. L. Edwood, of Mossburn, vice-president, and C. H. Bell, of Regina, secretary.

Three curling rinks from St. John, N. B., will attend the Winnipeg hockey which opens early in February.

The annual report of the provincial board of health places the responsibility for the prevalence of typhoid fever at points in the province to infection from the common house fly and trailing shirts. The movement of the movement is a sanitary savitarium was endorsed.

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