

The Colonist

FRIDAY, DECEMBER 6, 1901

Published by The Colonist Printing & Publishing Company, Limited Liability

No. 27 Broad St. - - - - - Victoria, B. C. PERCEVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20 cents per week or mailed postpaid to any part of Canada (except the city) and United States at the following rates:

One year \$3.00

Six months 1.80

Three months 1.00

One month .30

Six months 1.80

Three months 1.00

One month .30

TERMS STRICTLY IN ADVANCE.

THE SEMI-WEEKLY COLONIST

One year \$1.50

Six months .90

Three months .50

One month .15

Sent postpaid to any part of Canada or the United States.

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising, to ensure their being inserted, should be handed in to the business office not later than 6 p. m.

Accepted up to 8 p. m. at the business office, but insertion cannot be guaranteed. For urgent advertising after 8 p. m., consult the Night Editor.

The Colonist is on file at the following Coast agencies, where advertising can be contracted for:

A. E. GOODMAN, Vancouver, B. C.

WHITE'S ADVERTISING AGENCY, Seattle, Wash.

A. H. BALLARD ADV. AGENCY, 615 Marquam Building, Portland, Ore.

E. C. DAKES' ADV. AGENCY, 64 Merchant's Exchange, San Francisco.

110 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

PUBLISHERS' NOTICE

Reading notices or "locals" in connection with all public entertainments to which an admission fee is charged will be inserted in the Colonist at the rate of 10c per line.

"ENDS AND SCHEMES."

"Its course in regard to the candidature of Mr. Bodwell proves that it merely exists to advocate the personal ends and schemes of Mr. Dunsmuir." This is what the Times says about the Colonist.

There is an old saying that there is no zeal like that of a new convert. Since Mr. Bodwell declared himself a candidate, which fact was duly announced in the Colonist, the public, or such fraction of them as take an interest in the vagaries of our evening contemporary, have been wondering where it stood. Its first step was to damn Mr. Bodwell with faint praise. Then it turned the cold shoulder to him. Now it comes out in his support with a fervor that is amazing and with a violence of language, of which we are very sure Mr. Bodwell will not approve. The trouble with the Times is that it has what the boys call "a bug" in regard to the Colonist. Its whole aim and existence seems to be to say spiteful things about this paper, and so that it can do this, it is careless of everything else. This is why it alleges that the Colonist has no other object than to advance the personal ends and schemes of Mr. Dunsmuir.

"Personal ends and schemes." There have been some things said from time to time against Mr. Dunsmuir politically, and from some quarters there has been a very acrimonious assault upon him on account of things he is supposed to have done or omitted in politics. This every public man expects, and so long as such criticisms and comments are not offensively stated, no objection can be taken to them. We think, however, that this is the first occasion when any one has ventured to say publicly that Mr. Dunsmuir is in politics to advance his personal ends and schemes. The insinuation—it is more than an insinuation, indeed, and as near a direct assertion as the Times has the courage to make—is a deliberate falsehood, a gross and villainous slander upon a man, who has given absolutely no ground whatever for such an accusation. If the Times has come to the conclusion that it is good policy to support Mr. Bodwell, let it support him manfully and not by maligning others.

So far as the Colonist is concerned, we are quite content to be judged by the stand the paper has taken on all public questions. We have not yet fallen so low in our own estimation as to feel under the least obligation to defend the Colonist from such attacks. Neither do we propose to defend Mr. Dunsmuir, lest by so doing any one might suppose that he requires defence from such a statement. What we have to deal with, and all we have to deal with in this connection, is with the paper, which sees fit to inaugurate a political campaign with deliberate falsehoods. We have read the names of the gentlemen constituting Mr. Bodwell's committee, and we refuse utterly to believe that there are five on the list who will endorse what the Times has seen fit to say on the subject referred to. It is one of the misfortunes of politics that some people, who are accidentally prominent in connection with them, have no other conception of the attitude of a man toward public affairs than that he has some personal plan or scheme to work out. They probably judge others by themselves. The man who has no other thought except how he can get a cabinet position,

that every other man in public life has some fish of his own to fry or he would not trouble himself with affairs. There is an old saying among horsemen, that every man with a spavined horse looks for a spavin on every other man's horse. This may, and probably does, account for the unwarranted assertion of the Times in regard to Mr. Dunsmuir and the Colonist.

THE KLONDIKE OUTPUT.

The San Francisco Chronicle says the output of gold in the Klondike was \$22,000,000 last year and "considerably smaller" this year. As the production this year was over \$23,000,000, the Chronicle must either be badly informed or very rocky in arithmetic. The San Francisco paper quotes a special commissioner of the London Economist as saying that the gold of the Klondike mines has passed its zenith. There would be little difficulty in citing the evidence of many much better informed people in favor of the view that the maximum has not been reached. The Chronicle is careful to say that the supposed falling off is based upon the supposition that new deposits will not be found and that quartz mines will not be opened. It adds, however, that the supply of fuel and the cost of labor will prevent any bit the richest deposits from being worked. Both these difficulties are likely to be largely overcome, and we think that the result will be a great increase in the output. We are wholly unable to agree with the Chronicle's conclusion that Klondike has "fairly ended upon its period of decadence." San Francisco has always exhibited great jealousy of the Yukon gold-fields, and never missed an opportunity to decry them, and the Chronicle is only keeping up the record. The men on the ground in Klondike are the most sanguine of its future as a producer of the yellow metal.

A WESTERN POLICY.

In recent issues of the Colonist we indicated what we regard as the factors which ought to make up a Western Policy for Canada and expressed the hope that they would receive some consideration at the hands of contemporaries. We are sorry to say that they have not. British Columbia newspapers seem to have so much else to discuss that they cannot find space to put forward the claims of the province or urge upon public men the desirability of doing something to promote Western development.

This is not the first occasion when the Colonist has endeavored to arouse its contemporaries to an appreciation of some public question without any immediate result, but we do not know that this affair any reason for not continuing as we have begun to urge upon the federal authorities the immeasurable importance of making the most of the fact that British Columbia is the only part of the Pacific seaboard of the American Continent over which the Empire League, to make a grossly impertinent attack upon the Colonist. It would occasion the greatest surprise if any other person had abused such an opportunity for such a purpose.

Our Dutch friends are very angry because we do not let the Boers have their own way. Why do not the Dutch let the Achehese have their own way. They have been fighting these people in Java for one hundred and fifty years. Of course the skin of an Achehese is almost black, and we suppose this makes a difference.

A great many people are asking whether the majority of the City Council have forgotten that they are Aldermen and citizens, and if they have some qualities in that of champions of the Puget Sound Bridge company. If the Aldermen referred to were actually members of that company they could not make a more determined fight for its interests. We are very sorry indeed for this, for it seems as if, when it is so very clear how the public feel on the subject, the Aldermen might, without loss of dignity, recede from the position they have taken. Unfortunately for themselves the Aldermen have got into an absolutely untenable position. They voted to adjourn the consideration of tenders in order to give the Hamilton offer time to arrive. When it did arrive, they refused to allow it to be opened. The two actions are irreconcilable.

With all the dignity and prominence that can be given to an item by the use of big type, ornamental border and double-leading, the Times draws attention to the fact that the Colonist did not print a report of a meeting held on Tuesday night by some supporters of Mr. Bodwell in the local election. Our contemporary instead of being displeased ought rather to congratulate itself that the Colonist left such a conspicuous news feature to it on an occasion when the wires were down and there was little news going. It is quite true that the Colonist did not print a report of Mr. Bodwell's meeting, and it is also quite true that it has not been the custom for the papers of Victoria to print reports of such meetings, when they are held in the interest of a candidate to which the papers are opposed. Whether this is good newspaper policy is another matter, but it has been the custom here, and the Colonist did not feel like departing from it at this particular time. The matter not being of a class that has hitherto been considered by the Victoria papers as news, the Colonist did not feel like accepting it as an advertisement. The Times may not be able to understand how the Colonist could be so happily able to do so, when we think it advisable. During the last Dominion campaign the Colonist published the cards of the Liberal candidates, and on one occasion portraits of the gentlemen and short biographical sketches. We also printed from day to day fair and impartial reports of what the Liberals said and did during the campaign. The Colonist is prepared in any campaign to do the same thing, but it is not prepared to depart from any established custom simply because some one is prepared to pay it for doing so. As to what took place between Mr. Matson and Mr. Logrin, the public is not much concerned, but in printing an account of it Mr. Matson has confounded his conversation with Mr. Logrin at the Theatre with what was said to the Manager of the Colonist Printing & Publishing Company over the telephone. The Manager was only asked as to the advertisement, Mr. Logrin had already told Mr. Matson that the paper would not print a report of the meeting. The Times chooses to connect Mr. Dunsmuir with the refusal of the Colonist to accept the report of the meeting. It is simple justice to Mr. Dunsmuir to say that he knew nothing whatever about it until he was told by Mr. Logrin at the following morning, and that his reply was that he saw no reason why the Colonist should not treat Mr. Bodwell's candidature just as it would treat that of any other candidate, regard being had to the fact that the Colonist supports the government.

COOL PRIOR UNSEATED. At the election court yesterday, Lt.-Col. Prior admitted that intrusions of the election law, had been committed by his agents so as to bring him under the provisions of the act vacating a seat in the House of Commons under certain conditions and a decree was thereupon made declaring the seat vacant. The petitioners did not push the charges of personal disqualification and hence this aspect of the case falls to the ground. Col. Prior stands just as if they had never been made.

We do not know that the incident calls for any special comment. Members of the House of Commons are unseated after every election upon the same grounds as those which were effectual in this case. There are now fourteen vacancies in the House of Commons, and our recollection is that most of them have been created in the same way as that now existing in the Victoria representation. How many more there would have been if all the petitions filed had been pressed to trial, one will undertake to say. If we remember aright, this is the first instance in which an election petition has ever been pressed in federal matters here.

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dealing with in message to governments and society, and we fancy that his appeal will not fall upon deaf ears. The governments of Europe will surely be ready to join in any attempt to eradicate anarchistic organization and punish those who preach anarchistic propaganda. To accomplish this, freedom of speech must necessarily be curtailed to some extent, but just as it is necessary to curtail freedom of action in other matters, so in this respect it is essential to do so. The President thinks the great trusts and combinations should be regulated where they can be under the constitution of the United States, which vests in Congress only the control of interstate commerce only. The proposal to establish a department of commerce and industry, with power to examine into the workings of these great organizations, is a new departure, which ought to be productive of good, although it will not likely be accepted by the mass of people in the United States as nearly radical enough.

Reciprocity in trade matters is favored within limitations. The President's suggestion is that reciprocal arrangements shall apply only to those articles which, through the instrumentality of protection, have already been placed beyond foreign competition. If this rule is acted on, it will be very desirable, we fancy, to frame reciprocity treaties that will be acceptable to any foreign country. The very essence of reciprocity is that there shall be some give-and-take about it, but President Roosevelt proposes that it shall be all take on the part of the United States.

The President calls the war in the Philippines an insurrection, and wants it treated as brigandage ought to be, if it is not treated in the countries of Europe. We fear there will not be exact unanimity of opinion as to the status of the hostilities in the Philippines, and to call them an insurrection is to put a new meaning upon that word. We have never denied the duty of the United States to re-establish "settled" government in the great Asiatic archipelago, but we can hardly agree with the President in language applied to it by the President.

The message defines the Monroe Doctrine, and we are glad to see that President Roosevelt displays no intention of extending its significance. As laid down by its founder, it had the hearty approval of the British government, and if it is to be continued along the same line, there is no reason why it should not receive a continuation of the same support.

Very naturally the President is greatly pleased because of the agreement reached with Great Britain in the matter of the Isthmian canal. The responsibility now rests upon the United States to carry out the construction of this inter-oceanic waterway, but we are by no means sure that all difficulties have vanished "with the abrogation of the Clayton-Bulwer treaty. The President wants a stronger navy, and says so in language which savors rather of the debating school than of a great public document. To talk about desiring "the peace of a just man armed, not the peace of a weakling" is an exhibition of bathos for the like of which you may search every other presidential message, except this one, in vain to find a parallel. The idea, all right, but he has badly slipped over in saying it. The reference to "wicked jolly of war" reads strangely from the head of a nation which has not yet emerged from a contest, which, though inevitable, proves that under our existing civilization there is no other way of settling disputes.

Of special local interest is the recommendation that the Chinese Exclusion act shall be immediately re-enacted. The tone of the message towards foreign countries is a desirable one, and we cannot fail to produce a very favorable impression. On the whole the message is a good one, but it would have been much better for a little editing by some practical newspaper man.

SCARING TOURISTS.

We have not been able to see any force in the point made by one of the Aldermen to the effect that by refusing the contract for the Puget Sound bridge to the Puget Sound Bridge company we will drive tourists away from the city. We do not suppose that one person in a million in the United States would give the matter a second thought. If any comment is made by tourists upon the decision it would be most likely to the effect that the people of Victoria were so determined to build up their own industries that they would rather pay more and have the work done at home than get it for less and have the money sent abroad. But under any conceivable circumstances the whole business would be forgotten in less than a week. We did not hear any outcry against Seattle when the merchants and others of that city showed themselves ready to put their hands in their pockets and pay \$1,000,000 so that the Moran company might get the contract for building a war ship. On the contrary, we were told that it showed the proper spirit. And why then is it not the proper spirit to insist that work shall be done in Victoria, when it can be done here? Why will people applaud what Seattle did and yet condemn Victoria for what the people here would like to see done, namely, an opportunity given to Victoria and Canadian firms generally to tender on the bridge upon absolutely equal terms? Some of the Aldermen are not very discreet in the course taken by them. We can understand why they might excuse their action in declining to consider any other offer than that from the Puget Sound company, but we cannot see why they would assume an obstructive attitude towards the whole work. Surely they do not wish to be understood as saying that if the work is not to be done by the Seattle company it shall be indefinitely postponed. We hope that the Aldermen to whom these observations apply will reconsider what seems to be their decision.

THE MOST NUTRITIOUS.

EPSS'S COCOA Prepared from the finest selected Cocoa, and distinguished everywhere for its purity, quality, and highly nutritive properties. Sold in quarter pound tins, labeled JAMES W. EPSS & Co., Ltd., Homoeopathic Chemists, London, England.

EPSS'S COCOA

BREAKFAST-SUPPER.

Relieve those Inflamed Eyes! Pond's Extract

Reduced one-half with pure soft water, applied frequently with dropper or eye cup, the congestion will be removed and the pain and inflammation instantly relieved.

CAUTION—Avoid dangerous, irritating White Hazel preparations represented to be "the same as" Pond's Extract which really cause blindness. This remedy contains only purest ingredients, and is a deadly poison.

WANTED—By a young man a situation as practical farm hand. Address: Bala, B.C. post office, Victoria.

THE GRAND PRESIDENT

Eagles Banquet the Head of Their Order—Eloquent Oration.

Del Carey Smith, grand worthy president of the Fraternal Order of Eagles, was last evening the guest of the Victoria Aerie. In the early part of the evening there was a meeting of the Aerie in the Eagles' hall, at which there were several initiations and other business was transacted. The members then adjourned to the Queen's hotel, where a banquet had been prepared. About a hundred members of the order surrounded the tables, at the head of which was the Worthy Grand President. On his right sat Mr. J. M. Brayshaw, president of the Victoria Aerie, and Mr. N. T. B. Pentreath, editor and manager of the Fraternal Eagle. On his left sat Mr. E. L. Leeson, past president and toast master; Mr. Partridge, grand secretary, and Mr. W. Rhein, provincial deputy grand president. After the usual prayer, the Worthy Grand President, Mr. Leeson proposed the toast of the "King," which was drunk with enthusiasm, and the singing of the National anthem. At the close of the evening, the Aerie, sang two solos very acceptably, and the toast master proposed the health of the grand officers, coupling with it the name of the Worthy Grand President. In reply, Mr. Del Carey Smith delivered a very eloquent address, in which he dwelt on the ties which drew the British and United States nations together, venturing the prophecy that should the time come when it was necessary to defend civilization the American and British would be found fighting together. Being a patriotic American he could appreciate the patriotism of Canadians and he applauded them for it. He then dwelt upon what it meant to be an Eagle and the feelings of the order, which he placed upon a very high plane. In conclusion, he eulogized Queen Victoria, and as an American he said that he would be glad to see the health of the King, which was again drunk by those assembled. The rest of the night was spent in speech-making, songs and merry-making.

The banquet was a very successful affair from every point of view.

Pain-Killer is more of a household remedy than any other medicine. It meets the requirements of every home. Cures colds, headache, neuralgia, toothache, rheumatism, etc. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

In the latest difficulty between Nations, the sympathy of the general public is likely to be with David as against Goliath.

If there ever was a terrible child in the world, remarked the worried mother, he's the one I will never break him of.

What is his particular fault? "He won't tell the truth right out when he has company."—The Bits.

BORN.

JOHNS—At Fairfeld, East Ontario, Wednesday, Nov. 13th, 1901, to Mr. and Mrs. E. H. Johns, a son.

McCALLUM—At Grand Forks, B. C., on November 20th, the wife of Peter T. McCallum, of a son.

SKILLEN—On Friday, November 29th, at 14 Frederick street, the wife of W. B. Skillen, of a son.

OTTAWAY—On Friday, November 29th, the wife of William Edward Ottaway, of a son, stillborn.

SIMON—On the 30th November, the wife of James Simon, Rockland avenue, of a son.

GAINER—At Revelstoke, on November 24, the wife of S. W. Gainer, of a son.

MARRIED.

HUSTON—PORTER—At the residence of the parents of the bride, on Wednesday evening, 27th November, by Rev. E. Fraser, Mr. Samuel Huston of Oak Bay, to Mary, daughter of Mr. Frank Porter, George road, Victoria.

BAIR-DILLABOUGH—At New Westminster, B. C., on November 29th, by Rev. E. G. Matthews, Mr. Matt Barr, of Vancouver, and Miss Ella Dillabough, late daughter of Mr. M. S. Dillabough, late sergeant in the city police, New Westminster.

McMASTER-FERGUSON—At Vancouver, on November 29th, Mr. James A. McMaster, of Vancouver, and Miss M. Ferguson, daughter of Mr. and Mrs. D. Ferguson, of Vancouver.

TUOR-FUGSLEY—At Fairview, on November 27th, Edward W. Tuor, of Fairview, and Mrs. Elizabeth H. Fugsley, both of Fairview.

NEWTON-LIDGWOOD—In this city on November 27th, Edward W. Newton, C. D. Newton, of Cobourg, Ont., and Miss Marnie Lidgwood, of Stillwater, Minn.

SNIDDE-BURT—By the Rt. Rev. Bishop Crige, at the residence of the bride's father, Vancouver, street, Albert W. Snidde, Grand Avoca, eldest daughter of S. B. Burt.

LEONARD-PRYB—In this city on the 2nd inst., at the residence of the bride's father, Rev. A. B. Blyth, of Seattle, Amy, eldest daughter of D. Sprague, to William Nicol.

DIED.

BAGSHAWE—At Swallowhead, Richard, son of Mrs. J. H. Bagshaw, aged 3 years, 2 months and 4 days.

HANER—On November 28th, at Revelstoke, Sarah A. Haner, aged 60 years.

CHROW—At 12 Bell street, Victoria, on Wednesday, November 28th, 1901, Edward Power, infant son of J. Chrow, aged three months.

Our Mail Order Department.

This is a Special Feature of our business. All orders are executed with care and promptness, thus avoiding any mistakes.

All goods are invoiced at the lowest possible price on day of shipment.

Be sure to send enough money as it is an easy matter to return any sum that is over.

Our Terms—Cash With Order

SATISFACTION GUARANTEED

Write For Prices.

DIXIE, ROSS & CO

ASTHMA CURED FREE

Asthmalene Brings Instant Relief and Permanent Cure In All Cases.

SEND ABSOLUTELY FREE ON RECEIPT OF POSTAL. Write Your Name and Address Plainly.

There is nothing like Asthmalene. It brings instant relief, even in the worst cases. It cures when all else fails.

The Rev. C. F. WELLS, of Villa Ridge, Ill., says: "Your trial bottle of Asthmalene received in good condition. I cannot tell you how thankful I feel for the good derived from it. I was a severe case of Asthma, and I had been suffering for ten years. I despaired of ever being cured. I saw your advertisement for the cure of this distressing and tormenting disease, Asthma, and thought you had overspoken yourselves, but resolved to give it a trial. To my astonishment the first acted like a charm. Send me a full-sized bottle."

REV. DR. MORRIS WECHSLER, Rabbi of Cong. Bnai Israel, New York, Jan. 8, 1901.

Dr. Taft Bros' Asthmalene is an excellent remedy for Asthma and Hay Fever, and its composition alleviates all troubles which combine with Asthma, such as opium, morphine, chloroform or ether. Very truly yours, REV. DR. MORRIS WECHSLER, Avon Springs, N. Y., Feb. 1, 1901.

Gentlemen: I write this testimonial from a sense of duty, having tested the wonderful effect of your Asthmalene for the cure of Asthma. My wife has been afflicted with spasmodic asthma for the past 12 years. Having exhausted my own skill as well as many others, I came to see your sign upon your windows on 130th street, New York, at once obtained a bottle of Asthmalene. My wife commenced taking it about the first of November. I very soon noticed a radical improvement. After using one bottle her asthma has disappeared and she is entirely free from all symptoms. I feel that I can conscientiously recommend the medicine to all who are afflicted with this distressing disease. Yours respectfully, O. D. PHELPS, M. D., 67 East 120th St., N. Y. City.

Dr. Taft Bros' Medicine Co. Gentlemen: I was troubled with Asthma for 22 years. I have tried numerous remedies, but they have all failed. I ran across your advertisement and started with a trial bottle. I have since purchased your full-sized bottle, and I am ever grateful. I have family of four children, and for six years was unable to work. I am now in the best of health and am doing business every day. This testimonial you can make such use of as you see fit. Home address, 285 Rivington street, New York City.

Do not delay. Write at once, addressing DR. TAFT BROS' MEDICINE CO., 70 East 130th St., N. Y. City.

TRIAL BOTTLE SENT ABSOLUTELY FREE ON RECEIPT OF POSTAL.

SOLD BY ALL DRUGGISTS

DR. J. COLLIS BROWN'S CHLOROXYNE

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Brown's was undoubtedly the inventor of Chloroxyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to—Times, July 15, 1894.

Dr. J. Collis Brown's Chloroxyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

Dr. J. Collis Brown's Chloroxyne is prescribed by scores of Orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times, January 12, 1888.

Dr. J. Collis Brown's Chloroxyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colic, etc.

Caution—None genuine without the words "Dr. J. Collis Brown's Chloroxyne" on the stamp. Overwhelming medical testimonials accompany each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell Street, London. Sold at Is. 7 1/2 d., 2s. 9 d., 4s.

Notice to Contractors.

Sealed tenders, indorsed "Tender for Vernon Gaol," will be received by the undersigned up to noon of Saturday, the 21st December, 1901, for the erection and completion of a Gaol at Vernon, B. C.

Plans, specifications, forms of tender and contract may be had from the undersigned up to and including 5th December, 1901, at the Government Offices in Victoria, Vancouver and Vernon.

Tenders will not be considered unless made upon the printed forms supplied for the purpose, and the statement to execute a bond, appended to the form of tender is duly signed by the contractor himself and two other responsible residents of the province in the penal sum of \$2,000 for the faithful performance of the work.

The lowest or any tender not necessarily accepted.

W. S. GORE, Deputy Commissioner of Lands and Works, Lands and Works Department, Victoria, B. C., 3rd December, 1901.

Notice to Contractors.

Sealed, separate or whole tenders, properly superscribed, as the case may be, "Tender for Substructure, Fraser River Bridge," "Tender for Superstructure, Fraser River Bridge," "Tender for Fraser River Bridge," will be received by the undersigned up to and including 8th day of January, 1902, for the manufacture, erection and completion of the bridge in accordance with the drawings and specifications to be seen on application at the Lands and Works Department, Victoria, B. C., at the Government Office, New Westminster, B. C., at the office of Messrs Waddell and Hedrick, Consulting Engineers, New Nelson Building, Kansas City, Mo., on and after the 5th day of December, 1901, and on after the 5th day of December, 1901.

Intending tenders upon application at any of the above named offices may obtain, upon payment of ten (\$10) dollars, copies of drawings and specifications for either substructure or superstructure, or twenty (\$20) dollars for both.

ment. executed with shipment. return any sum... FEED... CO... FREE... mahant... OSTAL... Asthmatics. In it else falls... S. of Villa Ridge... WECHSLER... PHELPS, M. D... MEDICINE CO... tractors... Gaol... tractors... AND RAILWAY... tractors... hole teners, prop... AND RAILWAY... tractors... hole teners, prop...

Queen City's Rough Passage Encountered a Succession of Very Heavy Storms off the Coast. Worst Trip Experienced Since She has been on the Route.

Steamer Queen City arrived from Cape Horn at Vancouver island coast after one of the roughest trips the West Coast steamer has ever encountered. Captain Townsend... Hood's Sarsaparilla Promises to cure and keep the promise. Don't wait till you are worse, but buy a bottle today.

LETTERS TO THE EDITOR. SIR—The police census of Toronto, taken November 10, shows a population 13,082... SIR—With reference to the timely letter of Dr. Milne with an... SIR—I quite agree with Mr. Rattenbury in his objection to the... SIR—The assertion made by Aldermen... SIR—The assertion made by Aldermen... SIR—The assertion made by Aldermen...

LONG LIFE IS INEVITABLE. This statement you can prove by investigation. You can see that you can live long lives in middle age... LONDON COMMENT. London, Dec. 5.—Practically all the morning papers here publish a long summary of United States President Roosevelt's message to congress.

WANDERED FROM HOME. Old Lady Left Home at Mount Tomlin and Traveled to West Saanich. About 10 o'clock Monday night Mrs. Alexander Campbell wandered from her home at the foot of Mount Tomlin and... WANDERED FROM HOME. Old Lady Left Home at Mount Tomlin and Traveled to West Saanich. About 10 o'clock Monday night Mrs. Alexander Campbell wandered from her home at the foot of Mount Tomlin and...

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Evening Dress Suits and the Dress Vests. Latest Dress Collars.

White and Lavender Kid Gloves. \$1.25, \$1.50, \$1.75.

Silk, Lisle and Cashmere Sox 40c, 50c and 75c pair

DRESS TIES. A FEW OF THOSE \$20-DRESS SUITS-\$20 STILL LEFT.

Mufflers, Etc., Etc.,

68-70 Yates St., VICTORIA, B. C.

C. W. S. & Co. Clothiers, Hatters & Outfitters

Foundered Off Coast

Bark Highland Light Sinks—Crew Rescued in the Nick of Time.

Saved By Little Schooner Arilla When Hope Was Abandoned

Trying Experiences of Shipwrecked Sailors—Arilla's Hard Trip.

The bark Highland Light, Capt. E. H. Gillespie, coal laden from Tacoma on November 16, for San Francisco, foundered on November 16 during a heavy storm of gale in latitude 48.30 west and longitude 128 west, 80 miles off the Vancouver Island coast. All hands were saved, being taken off the sinking vessel by the 40-ton schooner Arilla, of Seattle, bound from Cape Nome to Victoria, which arrived in the nick of time to save Capt. Gillespie and his crew of 14 from a grave in the waters of the North Pacific. It was on November 16 that the Arilla, which kind providence had drifted back from Capt. Flattery to the scene of the loss of the Highland Light, was sighted from the fast-sinking bark, and in answer to Capt. Gillespie's signals of distress, his engine being down upside down—the schooner stood by and the crew of the Highland Light went over to her through the high seas in the bark's bows. All reached the schooner's decks in safety, and just in time, for the old coasting bark was by that time rolling over burying her masts and with her yards touching the sea as she swung from side to side, now with the water up to the centre of her hatches on the port side, and now on the starboard side. She was almost rolling right over. It was just in time that her crew was taken off, for had the Arilla not arrived when she did, it is probable that the Highland Light must have foundered with all on board, and her fate would have been wrapt in that mystery which covers every wreck whose end is simply announced as "posted as missing."

It was 2.30 a. m. on November 9 that the Highland Light started on her ill-fated voyage from Tacoma, carrying 1,900 tons of coal for the South Pacific Coal company of San Francisco. She was leaving when she started, and carried a sufficient amount of water to necessitate the pumps being worked in 15 minute spells every two hours. Moderate winds prevailed from the south-east and at midnight the ship was found to be still making water, and a windmill was rigged up to help keep her free. The gale continued on November 13, and with the high sea running and the pumps rigged to it and with the windmill and hand pumps, the crew kept the vessel afloat, although the water was making considerable water. The bark was then running under storm sails. She had only two lower topsails, and fore-topmast staysails set, and was beating the wind, though, that about 4 o'clock that afternoon the sails were ribbed. That night the vessel labored considerably and the pumps were kept going through the night, the crew being worn out. Next morning, the gale continuing as fierce as ever, and the ship rolling, pitching and lurching, the water began to gain over the pumps.

The old Highland Light with her coal cargo crunching on her sides and the water swishing and fro in the rigging

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plunged from the top of the high and long running waves into the long hollows between the seas, was beginning to founder. All the pumps were going full blast, but the water rose in the bark's hold, and by this time—noon on November 14—it is seen that the sea had the mastery, and the Highland Light was doomed.

Capt. Gillespie saw that his ship was lost, and he informed his exhausted crew to that effect. The only chance of salvation was to continue to fight against the water rising in the pumps by keeping the pumps going full blast and run for Cape Flattery way to the north-northeast. It was no use to think of continuing the voyage. It was a thrilling moment on board the laboring bark, when Capt. Gillespie told the worn-out seamen, "She's sinking." The tired seamen knew this, and the outlook seemed black indeed, for when the captain told them that he was steering north-northeast for Cape Flattery it seemed like a forlorn hope. It seemed that the old bark was to be the last seen of the crew, and that they must go down into the deep before the shore was reached, but persevering sailors toiled at the pumps until the last moment.

The gale moderated somewhat on the 15th, but the sea was still running high, and by this time the bark had four feet of water in the hold, and the pumps, in the afterhold there was six feet of water. There was no mistake about it. She was settling fast. With persevering toilers at the pumps, the sea gradually rose to a point in a futile effort to keep the water down. They managed to retard the incoming of the water, somewhat, but the sea gained slowly and the depth of water in the hold of the storm-battered vessel gradually grew deeper.

The southeast gales had blown her up past Cape Flattery, and it looked as though she could not be saved. All hands were desperate and Capt. Gillespie came to the conclusion that it was better to have the bark broken up on the rocks of the Vancouver Island coast than to have her sink in the open sea. He had all sail set and with her full rigging was heading for the shore. The wind she sailed quickly towards the shore. Hope had now been all but abandoned. The crew were exhausted and the intricate seamen, having been without rest or sleep for three days, and the pumps and windmill gave them great trouble.

At midnight on November 15 the wind mill broke down, and the leather for the pumps was almost exhausted—pieces not lasting longer than four hours. The pumps were blowing moderately, and the waves high, when the next morning broke, and the bark was dipping her bows into the water. The depth of water had increased to eight feet aft and six feet at the pumps. She was rolling so far over with every roll that the pumps were covered by the water, and it seemed sometimes as though she must turn turtle. The shore was still out of sight, and it seemed that the bark was to be a wreck. Providence sent the little schooner Arilla, which the storm had buffeted back from the Cape shore November 16, so that she might save the lives of Capt. Gillespie and his crew of 14 men by happening to be in the same locality when the old bark was in extremis.

The gale was about 8 o'clock when she was all but abandoned, and it was then that it was found that the bark had six feet of water in the hold, and the pumps were blowing moderately, and the waves high, when the next morning broke, and the bark was dipping her bows into the water. The depth of water had increased to eight feet aft and six feet at the pumps. She was rolling so far over with every roll that the pumps were covered by the water, and it seemed sometimes as though she must turn turtle. The shore was still out of sight, and it seemed that the bark was to be a wreck. Providence sent the little schooner Arilla, which the storm had buffeted back from the Cape shore November 16, so that she might save the lives of Capt. Gillespie and his crew of 14 men by happening to be in the same locality when the old bark was in extremis.

Shipwrecked Men

November Gales Had Shown Their Wrath

The shipwrecked men were employed in chopping wood, building fireplaces and making a bunk house comfortable by caulking the seams with moss. They also had a stove, composed of coal oil cans found on the beach. On this day the Indians came in and reported a vessel outside in distress, which they took to be the schooner, trying to get to shore. Nothing more was heard of her and she presumably weathered the storm all right.

Next morning the shipwrecked men went clam digging with indifferent success, and they lived on the beach proper to save what store of meat they had. They also tried fishing for salmon, and were becoming used to the situation. The winds and rain continued the following day, November 20, and completed the abandonment of the vessel. The village priest visited the camp that day and did all in his power to make the sailors comfortable. The last was a black Indian, a son of a white man, and the camp diggers were able to get more of the beach food for the dinner table.

The wind moderated on the 22nd, and the men went clam digging, but the gale set fire to the camp. The fire was extinguished with difficulty and the unfortunate men were left in darkness and without shelter. At daylight the wreckage was cleared away and by 10 a. m. a new stove was built and a new watchman on deck.

November 23 brought with heavy rain, a strong westerly wind, and Mr. Henry, the bark's mate, gave out from exposure. His legs were very much swollen and he was very weak. The bark was in the city in connection with the work of the Sergeant, and a member of the firm of S. J. Forde, is expected today, having come from San Francisco in connection with the Sergeant's repairs.

The Highland Light was a wooden bark of 1,315 tons gross, 1,190 net, and 1,205 tons below the deck. She was an old vessel, having been built 27 years ago in the city of San Francisco. She was 194.9 feet long, 38.1 feet beam, and 24.3 feet deep. Registered owner is George E. Plummer, Jr., of San Francisco. This is the second time that Capt. Gillespie of the Highland Light has been wrecked within six years, as he was in command of the bark "Horn" when she was lost off the Horn. He joined the Highland Light owned by G. E. Plummer of San Francisco, and here he was wrecked in the same straits in San Francisco. He was once master of the ship "Bertha."

AGAIN THE BRIDGE CONTRACT

Mayor's Answer to Aldermanic Request to Call a Special Meeting.

Mayor Hayward yesterday morning received the following communication: To His Worship the Mayor of the City of Victoria:

We, the undersigned members of the council, respectfully request Your Worship to call a special meeting of the council in accordance with the terms of section 5 of the Council By-Law, for the purpose of considering the action of the Worship in vetoing the resolution of the council awarding the contract for the erection of Point Ellice bridge to the Point Ellice Bridge & Dredging company, and to take further steps in the matter as to the council may seem best, in case Your Worship declines to allow a reconsideration and discussion of the subject.

J. L. Beckwith, Thos. A. Brydon, Henry Cooley, John Hall, J. Stuart Yates.

In reply he wrote:

Victoria, B. C., Dec. 4, 1901.

Gentlemen: The Mayor's veto of any resolution or proceeding of the council being final and conclusive and not open to question or debate, it will not do to be obvious to you that I cannot be a party to calling a meeting for its object an irregular and entirely useless discussion, and must therefore decline to call a meeting for the purpose named in your requisition of the 3rd instant.

I am, however, desirous that no time should be lost in arranging the preliminary details of the bridge, and the best possible bridge at Point Ellice, at the lowest competitive price, at the earliest date, and have therefore pleasure in calling a special meeting of the council for Friday next, December 6, at 3 p. m., to consider resolutions for the following purposes:

1. To rescind all previous resolutions of the council having reference to the design, plans, specification and tenders for the proposed new Point Ellice bridge.
2. To return to all persons who have received and submitted tenders by depositing the same with the City Engineer, or to their deposit checks.
3. The appointment of a committee to confer with the city engineer and with him and bridge expert it may be deemed advisable to employ to decide upon the style and construction of a bridge best adapted for Point Ellice, and after approval by this council in preparation to issue complete plans and specifications so as to enable tenders to compete to be made thereon.

Yours faithfully,

CHAS. HAYWARD, Mayor.

TRIP OF THE ARILLA

Left Cape Nome in September for Victoria Calling at Way Points Trading.

The schooner Arilla, which arrived at such an opportune time for the crew of the Highland Light, has herself had a rough time of it. She left the Sound in June with lumber and coal for Cape Nome and arriving there in due season started on her return trip on September 20. She called in at Dutch harbor and sailed again on October 22, her destination being Victoria, and occasionally stopping at other ports. The coast of Vancouver Island was first sighted on November 6 and since that time the little bark has been in a sinking condition. She was in the straits of the month, and time again she approached the entrance of the Straits only to be blown out to sea again by the heavy hurricane winds. The crew of the bark was in a sinking condition, but very lucky for the men on the Highland Light, who were in the rescue of the crew of the latter vessel. Capt. Crowell of the Arilla says in a written statement:

On November 16, 1901, at 12 midday, latitude 49.00; longitude 127.30, I sighted a bark steering E. N. E. At 1 p. m. I saw that the bark had changed her course and was steering S. E. I then observed she was flying signals of distress. Ordered the man at the wheel to change the bark's course to S. E. I spoke with the captain, and he informed me his vessel was in a sinking condition, having sprung a leak, and that he had other two vessels made very long trips. The Coosa was blown away to the northward, past Cape Flattery, and the other vessel was blown away to the southward, past Cape Flattery, and she was finally abandoned after a hard fight with the elements, and her crew got ashore at Sitka after four days and nights of suffering. The bark was practically given up when they were landed here by the steamer Cottage City two years ago this month. The bark had been on her last voyage to the North Pacific for two years and finally brought up on the rocks of the west coast of Queen Charlotte island near Reynolds sound, which was reported to me by a man of the name of Skidgate. It was thought that some other vessel had been lost. Investigation proved it to be the old Coosa.

Other vessels which were lost during that storm which broke the rudder of the Highland Light two years ago off the coast of the Strait of Juan de Fuca, were the bark "Horn," which was foundered just two years ago, a very short distance away from where the Highland Light has now ended her career, and the bark "Horn," a historic craft, for it was from her that the sailors of Aberdeen, who led such a wandering and eccentric life, were driven with their lives in jeopardy, and the bark "Horn" was blown away to the water's edge—the gale having struck her line of masts and she was off Chignoutou, where the residents heroically took the crew off the burning vessel. The crew of the "Horn," having been saved, however, by the bark "Horn," and assisted by Capt. Hansen, "The Flying Dutchman" of sealing fame, since drowned, and picked up by the steamer Queen City, which landed them at Sitka. The bark "Horn" in Victoria, two years ago on the same day as she landed the shipwrecked men of the Highland Light.

The bark "Horn" of that year was a hard one on shipping off the Coast. The Northern Pacific liner Victoria, then a transport, was obliged to put back after being wrecked on the coast of Alaska, having killed 90 head of the horses she was taking to Manila for the United States government. And on Sunday, November 13, the bark "Horn," a historic craft, for it was from her that the sailors of Aberdeen, who led such a wandering and eccentric life, were driven with their lives in jeopardy, and the bark "Horn" was blown away to the water's edge—the gale having struck her line of masts and she was off Chignoutou, where the residents heroically took the crew off the burning vessel. The crew of the "Horn," having been saved, however, by the bark "Horn," and assisted by Capt. Hansen, "The Flying Dutchman" of sealing fame, since drowned, and picked up by the steamer Queen City, which landed them at Sitka. The bark "Horn" in Victoria, two years ago on the same day as she landed the shipwrecked men of the Highland Light.

PEJE STORCK TO GIVE A RECITAL HERE THIS EVENING.

Speaking of Peje Storck, who is to give a piano recital in Institute hall this evening, Gamba says in the Vancouver World:

"He has already been so well spoken of and written about elsewhere, that it seems almost superfluous to say more. He plays with a grace and refinement truly charming. His tone is exquisitely neat and soft and above all he possesses a conception full of poetry and soul."

"His performance of the Schumann 'Carneval' was extremely satisfying, and the different episodes displayed most forcibly his marvelous versatility. The study by Sauer, a capricious composition, full of murmuring breezes called forth a most intense ecstacy. The delicate smoothness must be heard to be fully appreciated. His lightness of wrist made every tone like a tiny bell. A touch of an air-wrist so supple and firm as steel. A fairy-like delicacy of touch brought to us the sweet songs of the birds, and the delicate and delicate floating by the little brook that rippled and danced along in the wood bright with flowers and soft sunshine—'Spring' with all its beauty and grace. His playing of Chopin, the great Slavonic composer, was manifested the great mental and emotional expression so peculiarly strange, and characteristic of Chopin. The marked difficulties of the études were given with superb precision, crispness and 'legere.' The Ballade in A flat was played with great personality, showing absolute command of scale playing, and intense delicacy in the delicate passage work. 'Le Rossignol' with its singing tone, obtained a delightful interpretation, and the 'Nocturne' throughly 'sympathetic.' The concluding number 'Spinning Song' from the 'Flying Dutchman,' was performed with great dramatic brilliancy and vigor. Owing to the exquisite finish it was given a most enthusiastic recall."

Peje Storck is now residing in Victoria, and he has been weekly to receive advanced pupils. This is an opportunity that should not be lost.

SERIOUS FLOODS AT WHITE HORSE

Entire Town is Threatened With Destruction by Water—Heavy Damage.

Between November 21 and 23, White Horse, the interior terminus of the White Pass & Yukon railroad, came near being destroyed by flood. Much of the town was inundated with consequent large damage to property. Particulars of the water's unwelcome visitation came to hand from the officers and passengers of the steamer Al-Ki. Capt. Nicholson, which arrived at Seattle yesterday from Lynn canal, and on Thursday night, November 2, when the water reached its highest point, a depth of two feet more would have resulted in practically the destruction of the town. The water came as the result of ice-jams in the Upper Yukon. Greater danger was threatened from the backwater in the river above White Horse, the interior terminus of the White Pass & Yukon railroad, came near being destroyed by flood. Much of the town was inundated with consequent large damage to property. Particulars of the water's unwelcome visitation came to hand from the officers and passengers of the steamer Al-Ki. Capt. 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