

SURVIVORS OF THE ISLANDER INTERVIEWED

Capt. Ferry, Who Was at the Wheel When Steamer Struck, Tells of the Disaster.

UNSTINTED PRAISE FOR OFFICERS AND CREW

Everything Possible Was Done to Save Lives—A. C. Beach Replies to Serious Allegation by Second Engineer Powell.

The arrival of the Farallon yesterday added little to the knowledge already possessed of the unfortunate accident whereby the C. P. N. flagship Islander went to her doom. The arrival of one of the waiters Fothergill, and the story he tells in another column, opens the probability that two more names will have to be added to the sad list, namely, those of Mitchell Jacob and Norman Law, neither of whom have been heard of since the accident. The fact that Fothergill saw them on deck just as the vessel went down lends further probability to the belief that they have been lost.

Ah Sing, the Chinese cook, reported lost, turned up all right on the Farallon, and not being able to get over on the Yosemite last night arrived on the Toes this morning. His first act after reaching the city was to ring up his former boss, B. Gordon, apprising him of his arrival and his determination to have "no more sea."

The name of the second steward who was lost seems to have been Horace Fowler, not Horace Smith.

Next to these primary facts, the public will be chiefly concerned in the charges against the passengers of jostling for the boats, and the serious allegations, affirmative evidence of which is given by Officer Powell and negative testimony by A. C. Beach.

A perusal of the interviews published this evening throw a great deal of side light on the affair, while some do not hesitate to say that there are other things which they will not disclose until obliged to do so at an official investigation.

THE QUARTERMASTER.

Capt. Ferry Tells of the Conditions Obtaining at Time of Accident.

A clear account of the disaster is given by Capt. Geo. Ferry, who was a personal friend of Capt. Foote, and although a properly equipped navigator himself took the position of quartermaster on the vessel at the request of Captain Foote. Capt. Ferry was at the wheel when the accident occurred, and is thus particularly well qualified to speak of the condition prevailing at that time.

According to his statement ice was expected. The man whom he had relieved at the wheel had told him that there was ice about, that he had seen it and that they would require to be careful in consequence. It was clear overhead, but for a few feet from the surface of the water a fog hung.

Immediately when the vessel struck he held her hard for shore, and it was in the effort to get her headed for that point that the signal full speed astern and full speed ahead, described by Engineer Brownlee as creating mystification in the engine room, was given. He put the wheel over hard ashore but it would not respond, as the rush of water at the side created an influence which counteracted that of the rudder. Then the signal astern was given in the hope that by backing a little she might be headed for shore. The settling of the bow, as has been previously described, prevented the use of the propeller and rendered it useless to attempt to run for the beach.

As the boat began to settle in the water one of the deck hands rushed up to the wheel house and asked "Shall we lower the boats, captain?" Captain Foote replied, "No, don't lower them; simply hang them over the side. There is no need to lower them yet." The two men still remained in the wheel house, both of them having the impression that the bulkheads would prevent her sinking, and that even if she did take water she would merely settle and not go to the bottom. Finally, as the doomed ship began to give up, the unmistakable signs of going down, the two men, who were close personal

on the raft and pulled out his pipe, whereupon the man in the centre made some sarcastic remarks and led the captain to retort that he had lost his ship but he could die as game as anyone. He further implies that it was in consequence of offensive references to himself that Capt. Foote finally let go and swam away and was subsequently drowned.

AN EXPLANATION.

Officer Powell's Story of Threatened Shooting Denied by A. C. Beach.

The charge of Second Officer Powell that a revolver was leveled at some of those who sought to save their lives by climbing on to a lifeboat receives a distinct denial from A. C. Beach, one of the volunteers in the first contingent, who was returning from White Horse, where he intended going into business, on the Islander. Mr. Beach gives a full explanation of the circumstances in an interview with the Times. He came over on the Kharnar from Vancouver last night, having arrived there on the Farallon, and had little to say in regard to the statements of Mr. Powell, when he gave the accompanying interview: "The facts of the case," he said, "are as follows: I reached the deck of the Islander as the sailors were putting on the last lifeboat over the port side. As showing the coolness these men displayed I may say that owing to there being another boat immediately under the one they were lowering they were forced to hold the one which they had for about three minutes. I helped them to clear their lines.

"As they did so one of the men asked me what I was doing there, and I replied that I was curious to see what they were doing. The men replied that I had better save myself. There is a lifeboat red. We will launch that. We looked over the side and saw that they were liable to puncture it if we threw it overboard, so three of us carried it forward to a point on the upper deck forward of the bridge. We lifted her onto the rail, and as we did so the rail sank about three feet, so that the raft floated away, stood up on the raft and the other three men crouched on it, and with several men hanging to the life lines, we began to push her away from the ship. We were drifting past the bridge when I saw the captain leaning over the rail. He called out:

"Stand by with the boats to pick up stragglers."

"I replied that we had no means of navigation, being only a lifeboat."

"Then events happened quickly. Some women rushed on the hurricane deck shouting 'Save us!' and the skipper replied, 'I'm all right, too, I have a door.'"

"Our raft was immediately surrounded by a crowd of struggling men, none of whom were in danger, as all had life preservers on; I had none."

"Then the men commenced to clamor on the raft, and there was danger of an anchor catastrophe. I had two chances left. One was to keep the crowd back and the other was to dive over their heads. The raft was now three feet under water, but I decided to stay with her."

"Quick as thought, I drew my pipe from my pocket and shouted that I had a gun and would shoot the first man who had a life belt who attempted to climb onto the raft. This seemed to calm them."

"Prior to this, just as the ship went down and the explosion or expulsion of air took place, some sharp piece of metal flew past me, the corner striking my throat and inflicting a gash in it which bled profusely. I took my handkerchief out and wrapped it around my neck and there was no immediate danger, and seeing the necessity of calmness being restored to the crowd, I drew out a cigarette, lit it and began to smoke."

"Capt. Foote had climbed on to a corner of the raft, and I looked up and said: 'Why Beach is actually smoking.' Our raft was then four feet under water. I smiled and said: 'Would you like one, too, captain?' He replied that he would be very glad, and I filled my pipe, which was in my hand and handed it to him, lighting it at the same time, and thus enjoyed his last smoke."

"The next time I remember seeing the captain he was swimming soundly outside the raft looking up those he knew. I made no 'cutting' remark of any kind to him, as alleged, nor did I suggest that he leave the raft. Everybody seemed resigned to waiting for the boats. We drifted in this condition, first one man and then another swimming away, hoping to improve his condition. Then a raft appeared, floating large in the night, and a lot of men thought to improve their lot and swam toward her, towing our raft with them. They found the other raft little better than ours, excepting that there were fewer men on it. I saw the captain light a pipe and smoke his lines. Several men from our raft, including Oiler Burkholder, who, by the way, had given up his place in a boat, joined this raft, which quickly pulled away, men on her using wreckage to navigate her. Ours then capsized."

"I immediately dived clear, and not being encumbered with a life preserver, swam back to her and regained my position. So did the other three men, including a big Chinaman, who rolled about, capsizing the raft subsequently at various intervals. I tried to throw him into the water, as he had a life preserver on, but was unsuccessful, and then tried to choke him into insensibility, but the raft capsizing prevented it, and I submitted to the inevitable. "The noise and cries of people who thought they were in danger were heart-rending. Many were suffering terribly from cold. Among these was the chief steward, who had turned on his back,

He didn't know the first principles of swimming, but was supported by his powerful arms, which he held out, until I directed him to use his hand to paddle to a flagstaff which was floating near him. This he successfully reached. "Several people seemed to be delirious. They would shout, 'Good-bye, boys, I'm going,' and no doubt thought they were, but their life belts prevented them. Among these was the captain. He bid us good-bye several times, but I could not hear him, his shouting, though we could all see that he was not himself. At last he shouted 'Good-bye,' and throwing up his arms the life-belt slipped upward, and his shoulders and head and he sank like a stone."

VERSION OF MAN WHO HAD CHARGE OF BOATS ON PORT SIDE.

Capt. Charles Harris, the well-known spalling man, who had charge of the lowering of the boats on the port side of the ill-fated ship, spoke with considerable reluctance regarding the disaster this morning. He felt the proper place to give his version of the terrible catastrophe is before an investigation, if one is held.

"You can say," he said, "that every member of the crew did their duty, and believe that it was thought the desire to save lives the young Horace Fowler was lost. He went through the whole ship, calling out to those still within their rooms after the steamer had sunk, and made ready to be launched and he continued his heroic work up till the ship sank. I did not see him later."

BEHAVIOR OF THE CREW.

Officers of the 'Zongara' Well Pleased With the Behavior of Ship's Officers.

Geo. McL. Brown, the executive officer of the 'Zongara,' speaking this night of the behavior of the officers of the ship, said that it was one of the greatest sources of satisfaction to his company in that he had seen the officers of the ship, and that they were all well. He said that the cabin boys, behaved in such an admirable manner. All accounts, he said, went to show that in the annals of maritime history there is no finer behavior than that of the men comprising the ship's crew, regardless of the personal risk to themselves, and the passengers who were launched and the passengers put in them, leaving the vessel only when she made her final plunge into the sea.

In this connection he cited the testimony of the crew of the 'Zongara,' insurance man. Mr. Morgan said that Capt. Foote came out of his cabin at midnight and went to his cabin to have some lunch. He could not see the passengers to join him, and finding that the capacity of his cabin was limited, he said they had better adjourn to the dining hall downstairs. They did so, and shortly after they were rescued by the boat. He said that he saw the passengers on the deck up till a couple of minutes before the steamer sank and was taken into the boats and carried ashore. Had others appeared they could also have been saved, for, according to Capt. Harris, the boats under his charge were not overloaded.

When asked as to the alleged misconduct of certain passengers, Capt. Harris says he saw nothing of it. He knows of no one who was aboard whose name has not been given in the lists of lost and saved. He thinks it probable that many of the passengers did not take the way to the upper decks and if the confusion were lost."

A PASSENGER'S STORY.

He Thinks There Was an Absence of Discipline on Board the Islander.

One of the passengers who was lucky enough to survive the catastrophe was S. Applebaum, of Dawson, a stout, burly fellow, who was peculiarly fitted by nature to withstand hardship. Like many others, he was not awakened by the shock of the collision, but his room-mate was, and the latter urged him to get up. He hastily slipped on his trousers and slipped out on deck. "There were a few people there," he added, "but no excitement. What I saw, however, led me to think it was better to prepare for emergency, and I returned to my stateroom and put on my shoes and clothes."

"When I came out again a lifeboat was being launched, and on looking over the side I saw that there were quite a few in it, and they called for me to come down. Capt. Foote, who was on the bridge, however, kept saying, 'It's all right,' in reply to the boat. I said that if there was any danger I thought the first thing to be done was to get the women and children into the boats, and I felt sure all the passengers would feel the same. As far as I could see there was no attempt made to alarm the people below, and, in fact, there seemed to be a lack of discipline."

Mr. Applebaum also stated that as he came out of his cabin at the last time, he saw a woman, who he now knows must have been Mrs. Ross, standing in the saloon with a child in her arms. She seemed to be in a dazed condition. It is Mr. Applebaum's conviction that many of the passengers died in their beds, where the rush of water caught them in their sleep. He says he feels certain that this was the fate which overtook W. H. Keating and his two sons. He was very friendly with Mr. Keating, and the night previously had been in the room with him in his stateroom. At the hour mentioned they parted for the night, and when the boats were being filled the following morning he looked for his friend and his boys, but without seeing them. He is likely therefore that they never woke, or if they did it was only at the last moment, to be engulfed in the surging waters."

It is likely that the action of Capt. Foote in endeavoring to reassure the passengers did not arise from ignorance of his danger, of which he more than anyone else must have been thoroughly cognizant, but was merely the instinct of the sea captain to prevent a panic and get his people away without any excitement."

Notwithstanding Mr. Applebaum's statement, there seems to have been some effort made to rouse the passengers. Fothergill, one of the ship's waiters, rushed down the corridors warning the people out, and the second steward, Horace Fowler (not Smith, as previously reported) practically gave his life in an attempt to get the people out. The last act of Steward Simpson, before jumping overboard, was to throw a life preserver down to Fowler, who was below hustling

people out, and to tell him to get out as the ship was sinking.

POSSIBLY TWO MORE VICTIMS.

Mitchell Jacob and Norman Law Believed to Be Missing.

Jack Fothergill, second saloon waiter of the steamer Islander, who was miraculously escaped drowning in that terrible accident. He was asleep in bed at the time of the accident, but although the shock of the steamer striking the iceberg startled him, there was not widely conscious and was dozing off again, when he was awakened by John Spence. He immediately got up and putting on some clothes, went to the deck in company with two or three other men, among whom were John Spence. When on the way up he heard two whistles, and on reaching the hurricane deck he ran to aid in the work of lowering the boats. He stated that everything was done in an orderly manner. The boats were not over crowded, but after being filled to their utmost capacity, about 100, the crew did their utmost to help save the passengers.

After having lowered the boats he went down to the cabin deck and saw the steward, second steward and several others. After having donned a life preserver he went around with several others helping to wake the passengers who had not been aroused by the shock of the strike or the noise of the confusion. He does not think any passengers went to their death while sleeping. He went around to all the upper cabins, and saw that the men in the lower cabins, the passengers occupying those would all be wakened up by the noise of the crew."

The lights were nearly out by this time, and the steward was going around striking matches, seeing that all were out. Up to this time Mr. Fothergill did not realize the seriousness of the accident, and what brought this forcibly to his mind was the fact that the water was abreast of the smoking-room and the aft of the ship was away up in the air. He then went right to the stern of the vessel. There were several second people there at the time and four or five of these jumped into the water before the steamer took her last plunge.

Fothergill and two other men—he does not know their names—stayed with the vessel to the end. He was taken down with the suction of the vessel about 30 feet, and when coming to the surface he saw a piece of wreckage near to which he swam, and climbing up was joined a little later by two other men, one of whom was Geo. Hignan, the bar tender, and the other one of the paint scrubbers. He said that the fact that the water of the boats and taken to the shore. Mr. Fothergill aided in the work of resuscitating some of those who were unconscious on the beach."

He says that just before the boat went down he saw Mitchell Jacob and Norman Law, two of the waiters, who were in the work of preparing for emergency, and he said to him, "You had better drop that, you'll be lucky if you get to shore yourself." He then turned to Law and asked him why he had not a life preserver on. Law replied "I think I can do better without one."

THE FARALLON'S PASSENGERS.

More of the Survivors Come Down From the Scene of the Wreck at Juneau.

Steward Fothergill, which, as already told, took some of the survivors of the Islander, and which was looked for all day yesterday, her agents were preparing that she would arrive at this port, called at Vancouver at 1 o'clock yesterday, bringing down quite a crowd. Captain Fothergill, manager of the fleet, wired to Geo. McL. Brown, the executive agent of the C. P. N., late yesterday afternoon, the following list of survivors of the wreck who had arrived on the Farallon.

Passengers—A. C. Beach, J. K. Davlin, J. L. Cotter, R. H. Welber, C. J. Harris, E. G. Young, E. Casdole, T. P. Comfort, Mrs. Whitman, C. G. Ray, W. A. Bickert, A. H. Morrison, R. Bowman, Mrs. R. Bowman, Oscar Bowman, G. W. McFarland, J. Snider, W. Doyle, P. Lamontagne, G. Doyle, R. J. Marsh, J. Daniels, W. W. Power, E. Ridgely, —Roal, A. Fraser, S. Jamieson, H. Dazlish, C. Doyle, M. Langley, W. S. Herbert, C. H. L. Sherman, H. W. Henderson, F. H. H. Bresson, L. S. Markwell, J. V. Snodgrass, T. D. Yeaman, G. Pinst, R. Wright, W. Pigeon, A. Pigeon, J. A. Deane, E. J. Deane, Louis Berthier, N. Nealand, E. G. Carlston, W. Dickey, T. Knowles.

Crew—G. W. Simpson, R. Hignan, T. P. Bessell, H. McMorrow, H. Fraser, M. Murphy, C. Fisher, P. Wemy, P. McDonald, C. Hindle, A. P. McKean, M. Lucy, A. LeBlanc, Geo. Spence, W. Chalmers, T. A. Robertson, John Dixon, T. P. Lavre, R. Johnson, E. Hinson, J. McDonald, O. Oleson, I. Leahay, W. Short, J. R. Fothergill, Ah Sing, Lee Song, G. Wash, R. Taylor, D. Stewart, G. Ferry, B. Carter, F. Johnson.

CAPT. FOTHERGILL'S PLANS.

Will Act Immediately in Respect to Bodies When Hating Arrives.

Capt. Fothergill, manager of the C. P. N. Company, who came down from Vancouver last evening, was seen by a Times representative this afternoon in regard to what arrangements he had made for the taking of the bodies shore of those who lost their lives in the Islander disaster. He says that as soon as the Hating arrives—she will be at Vancouver on Friday—he will act in what Fothergill Bishop has done and if the latter has not already taken some action in the matter he will see that all the bodies, whom friends or relatives of the deceased might wish to have brought here, will be taken to Victoria. To act now, he says, would be only working in the hands of the coroner, and possibly in the hands of the coroner.

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thing over \$100,000. She is now entirely in the charge of the underwriters. Her accident in any event will incur a loss of fully \$50,000 to the owning company. As to replacing her, Capt. Fothergill states that there is nothing on the coast suitable, and the season is too far advanced to think of substituting her this year.

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Of course the usual rumors were soon in circulation—rumors which seem inseparable from accidents of this kind—namely, that the captain or the pilot, or the crew, were in any way to blame. This theory has been carefully traced, and there seems to be no justification for it in fact. When the accident occurred the ship was enjoying a reputation for her high rate of speed, but otherwise she could never have commanded the trade represented in her passenger list, and in her freight manifest, nor have justified the pride reposed in her by the people, not only of the cities of Victoria and of Vancouver, but of all who travelled on that stately steamer.

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NEGRO HANGED AND TWO SHOT DEAD

MURDER IN MISSOURI

Victims of the Mob Is Believed Be Innocent—Negroes Hiding in the Woods.

Jefferson, Mo., Aug. 20.—After all conflicting stories from Pierce City...

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PREMIER REPLIES TO R. L. RICHARDSON

COMPLAINT MADE BY THE UNSEATED MEMBER

Sir Wilfrid Laurier Declined to Interfere With the Course of Justice On His Behalf.

Ottawa, Aug. 22.—Sir Wilfrid Laurier has replied to R. L. Richardson's open letter.

"From all this it appears that you were accused of having been elected through bribery, corruption and a violation of the law; that for this you were brought to account before the courts; that the charges were found to be true; and that as a consequence you were deprived of your seat in parliament by sentence of the judicial authorities."

"It likewise appears that according to your construction of those principles of the law which you have been told to follow, it was my duty to raise my hand to interfere in your behalf and allow crimes against the positive law of the land, by which you had obtained your seat, to remain undetected and unpunished, and this refusal on my part you call a crime."

"You were charged with having been elected by fraud and assistance from some of those public corporations which you so often denounce with apparent indignation, and you say it was a crime on my part to allow the law to take its course."

"Sir Wilfrid Laurier adds that the flag of the Seawanhaka-Corinthian Yacht Club, Constitution, dropped anchor off the club house late yesterday afternoon, and this morning her crew was ready on deck to prepare the intended cup defender for another race with her rival, Columbia."

"The race to-day was a cup offered by former Commodore Schubb, of the club, and the regatta committee planned to close the regatta over a 15-mile triangular course, similar to the one that was sailed at Larchmont last week. The conditions for racing were not particularly favorable early to-day."

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"The committee at 120 p. m. signalled the course which was twice around a triangle of 14 1/2 miles as follows: A close race of 3 1/2 miles to a stake beat north northwest of the start; a beat down the sound a little north of east for a distance of 5 1/2 miles, and then a run to the starting line of 5 1/2 miles. The French revolution was occasioned by the abuses of the privileged classes; the present situation has been caused by a revolution of material conditions. The declining national sentiment should be replaced by a regard for the common defence of the central European states against the American trusts, which are moving to conquer the foreign markets more surely than they could by battleships. The American balance of trade has reached an unparalleled figure. It was a serious question if the present political units of central Europe were strong enough to make an effective defence, taking into account their physical condition. The present shifting of the centre of gravity of the world's forces would create three great units—China, Russia and America. When China was equipped with railroads the people would find that she has the most capable merchants and the cheapest labor; Russia would have the largest army and the greatest peasant state; European capital would flow to the United States and would be an important increase of her economic power. Of the three, the United States had decidedly the lead. Its policy was commercial aggression beyond doubt, and states like the American union and Russia had gained far more in the way of the mobilization of their powers from the construction of railroads than such countries as Germany and France."

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SELECTING SMELTER SITE.

Representative of American Capitalists Is Now at Mount Sicker.

Nanaimo, Aug. 22.—W. J. Hanna and Alex. Carmichael went through here on their way home to Vancouver. They have been doing development work for Vancouver and Mount Sicker mining syndicate on the Lord Roberts claim on Mount Richard. They state that Henry Gager, M. E., representing American capitalists, is at present in Mount Sicker selecting a site for a smelter, to be erected there by the syndicate which he represents.

Funds for the survey of the Nanaimo-Alberni railway route are being generated monthly in this city. About \$800 are available now. The surveying party under D. R. Harris start upon work to-morrow.

At a meeting called by the Farmers' Institute, and composed of representatives from that society, the city council and board of trade, to discuss the market question, it was decided to call a meeting at the time of the exhibition of the parties interested and discuss the matter fully.

THE BIG YACHTS RACE FOR A CUP

CONSTITUTION AND COLUMBIA AGAIN OUT

Will Sail Twice Around a Triangle—Oliver Is Willing to Take Up A. Pearson's Bet.

Oyster Bay, L. I., Aug. 22.—Flying the flag of the Seawanhaka-Corinthian Yacht Club, Constitution, dropped anchor off the club house late yesterday afternoon, and this morning her crew was ready on deck to prepare the intended cup defender for another race with her rival, Columbia.

The race to-day was a cup offered by former Commodore Schubb, of the club, and the regatta committee planned to close the regatta over a 15-mile triangular course, similar to the one that was sailed at Larchmont last week. The conditions for racing were not particularly favorable early to-day.

During the morning word was received that Sir Thomas Lipton would not be able to see to-day's race, but that he would be down on Saturday for the race and the yacht club committee have been made to tender Sir Thomas a dinner on Saturday evening, and it is expected that Vice-President Roosevelt will also be present, as well as the managers of Constitution and Columbia.

The committee at 120 p. m. signalled the course which was twice around a triangle of 14 1/2 miles as follows: A close race of 3 1/2 miles to a stake beat north northwest of the start; a beat down the sound a little north of east for a distance of 5 1/2 miles, and then a run to the starting line of 5 1/2 miles. The French revolution was occasioned by the abuses of the privileged classes; the present situation has been caused by a revolution of material conditions. The declining national sentiment should be replaced by a regard for the common defence of the central European states against the American trusts, which are moving to conquer the foreign markets more surely than they could by battleships. The American balance of trade has reached an unparalleled figure. It was a serious question if the present political units of central Europe were strong enough to make an effective defence, taking into account their physical condition. The present shifting of the centre of gravity of the world's forces would create three great units—China, Russia and America. When China was equipped with railroads the people would find that she has the most capable merchants and the cheapest labor; Russia would have the largest army and the greatest peasant state; European capital would flow to the United States and would be an important increase of her economic power. Of the three, the United States had decidedly the lead. Its policy was commercial aggression beyond doubt, and states like the American union and Russia had gained far more in the way of the mobilization of their powers from the construction of railroads than such countries as Germany and France.

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Sporting News

TROTTERS MATCHED.

Boston, Mass., Aug. 21.—Crescent and The Abbott will meet at Charter Oak Park, Hartford, Wednesday, September 4th. The match was made at Roadville this afternoon. The contract calls for a three in five races, with a \$7,000 purse, \$5,000 to the winner and \$2,000 to the loser.

THE WHEELS. Providence, R. I., Aug. 22.—At a meeting of the National Cycling Association board held here last night it was decided that all records are hereafter to be based upon contests with a flying start. According to this decision, state records were established by Stinson last night for 25 miles motor paced. For the first three miles in the contest with Elkes, Stinson also lowered Elkes's figures, recently made at Buffalo.

THE KING. San Francisco, Aug. 20.—Jim Jeffries and Gus Ruhlin to-day signed an agreement to fight for body championship of the world, the match to take place either in November or December, before the club offering the largest purse.

MAY BE POSTPONED. San Francisco, Aug. 22.—Bids from athletic clubs for the Jeffries-Ruhlin fight are to be opened to-day. There is talk in sporting circles that the managers of the pugilists will demand such a big percentage of the receipts that the fight may have to be indefinitely postponed.

THE RIFLE. B. C. TEAM AT TORONTO. Toronto, Aug. 21.—The second day's shooting in the annual matches of the Ontario Rifle Association was carried off smoothly. Moderate wind prevailed and the weather was very hot, making it difficult to do extra shooting.

In the Ousef match, Capt. T. Mitchell, R. G., and Pte. Milligan made the possible score, 35, although they had to fire part of the time in the rain.

The first stage of the City of Toronto Corporation match was shot off, and in this Capt. Mitchell headed the list of individual scores, with a total of 51. There was seen competition between the Queen's Own Rifles and British Columbia Rifle Association teams in this event, but honors ultimately went to the British Columbia 304. The 43rd Regiment comes third with 262 points.

LEAGUE MATCHES. Ottawa, Aug. 21.—The Sixth Regiment, West Westminster, comes second in the Canadian Military Rifle League matches, with 4,521. The Fifth, Victoria, is next with 4,492. The 12th Regiment, Hamilton, Ontario, is first, with 4,584. Over 450 entries have been received for the D. R. A. matches next week, and they are still coming in.

THE GUN. WON BY MAQUIRE. The Peters Cartridge Company's cup was won on Sunday by C. Maquire. The shoot took place at the Capital Gun Club grounds, up the Arns. There were fourteen entries, the conditions being forty birds, twenty minutes and a contest of 100 yards in the first twenty. The score is as follows: J. C. Maquire, 22; W. N. Lenesty, 28; G. Ross, 26; C. W. Minor, 24; J. H. Mansfield, 20; R. Bore, 21; Phillips, 19; C. H. Cathart, 18.

The shoot for merchandise prizes, open only to members of the Capital Gun Club, was held on Sunday. One steel and one wooden club, beside spiguner bonus and a big wooden bowprit, also came on the Astoria.

In diameter, the mast is about two feet in the thickest part. It is a remarkably smooth piece of work and is far ahead, in point of workmanship, of some of the spars of Shamrock I. Some of the spars are said to have been used on Shamrock I. They certainly appear to have seen considerable service, the wooden ones being abraded in many places.

THE MINTO CUP. Ottawa, Aug. 20.—P. D. Ross, editor of the Evening Journal, and one of the trustees of the Minto Cup, which represents the lacrosse championship of the world, today received a challenge from the Vancouver Y. M. C. A. team to play for the cup. Asked whether or not the challenge would be accepted, Mr. Ross stated that the matter will be considered at once. At the present time there is no probability of the Capitals going west to play Westminster, and if the Westminster team wishes to battle for the trophy, it must come East.

TO PLAY THE CHAMPIONS. The Victoria lacrosse team will again don their war paint on Saturday next, and will make a great effort to love the colors of the champion New Westminster of the Royal City. The last match between these two teams will be easily recalled, and if the local men can repeat their performance on Saturday they will have fulfilled the expectations of their adherents. They are practicing faithfully, and should make a good showing. It is quite probable that the C. P. R. will run an excursion on Saturday, in which case it is to be hoped that local supporters will be on hand in order to cheer the blue and white to victory.

CRICKET. MOLD, THE BOWLER. Cricketers are divided in opinion on the subject of the legitimacy of Mold's performance in the match with the willow. It is recognized in the local press that the bowler of recent times. His first season (1888) was a brilliant one, for he secured 80 wickets at a cost of only 71 runs each. He was equally successful in 1890-91, for in the latter year he succeeded in taking 128 wickets with an average of just a trifle over 12 runs per wicket. For the last decade he has proved his ability to bowl, and is Lancashire's most reliable "spinner of the leather." His claims to celebrity rest almost exclusively on his bowling. Mold bowls with a very high action, he has tremendous speed, and, considering his pace the amount of work he is able to get on the ball is astonishing.

"Jim" Halliday, the umpire, who has become notorious for his "no-ball" decisions against Mold, gained his cricket reputation in Australia, but afterwards played for the Victoria cricket team. He was a batsman of some note in 1880, and was somewhat disappointing, for he never played up to his Australian reputation. His best



LI HUNG CHANG (AT THE OPEN DOOR). "WELL, GENTLEMEN, IF YOU MUST BE GOING—MY MASTER WILL BE SO SORRY TO HAVE MISSED YOU—YOU HAVE ALL GOT YOUR I.O.U.S!"—"PUNCH."

bowling, however, was done in 1888, when he secured 55 wickets for 11 runs per wicket. The "no-balling" of Arthur Mold 18 times was an awkward, but unfortunate affair, in the sense that it reflects on all the other umpires in England.

THE CHALLENGER'S MAST. The steel mast of Shamrock II. is a tremendous affair. It is all in one piece, there being no topmast. It measures about 175 feet 9 inches from the step to the truck. Of this length about 100 feet will be under the deck, the actual step being about five inches in depth. The steel is doubled up at the step to give added strength.

Interiorly the mast is stiffened by eight ribs of angle steel. Two of these act as longitudinal bulkheads upon which the two halves of the mast meet and are riveted. There are six intermediate ribs. Each of these measures 2 1/2 inches by 2 inches. The longer dimension is riveted to the mast, the shorter one projecting into the interior. On the extremity of this longitudinal rib is a short angle, which is bulbed so as to make a double angle, the smaller one being further strengthened by the bulbing of the steel.

The boom is approximately about 105 or 108 feet in length. There is no difference in the end arrangements of attaching the mainsail by sliding travellers.

There are two steel gaffs that measure about 67 feet in length. One steel and one wooden club, beside spiguner bonus and a big wooden bowprit, also came on the Astoria.

In diameter, the mast is about two feet in the thickest part. It is a remarkably smooth piece of work and is far ahead, in point of workmanship, of some of the spars of Shamrock I. Some of the spars are said to have been used on Shamrock I. They certainly appear to have seen considerable service, the wooden ones being abraded in many places.

THE OAR. GEORGE TOWNS. George Towns, the oarsman, who is to row Jake Gandaur for the championship of the world on September 4th, in his own words of an interview recently said: "I am a native of Newcastle, the great coaling station of New South Wales. My father was a boat-builder and farmer, and from my earliest days I am now in my thirty-third year I was accustomed to the water at my father's place. Raymond Terrace Village, on the Hunter river. While yet a lad I rowed in many local regattas, but my noteworthy race was on the Parramatta river at Sydney, when I was third in the final heat of a contest in which Stansbury and Tom Scullivan, my trainer, were the scratch men. The handicap was won by Chris Nelson."

This was in 1891. Towns's next big match was in the end of 1896, when he rowed Nelson, by that time a very noted sculler in Australia, for £200, defeating him easily at the finish after a very hard race. He said: "In this contest I did so well that I was urged to continue training, and I came over to England with my friend, Tom Scullivan, who, by the way, is a New Zealander, and I have been training with him for the last four years. During that time I have won the sculling championship of England twice. My first match was with Barrie on the Thames course, for £100 on a handicap. It was a good match, but I was out of my element. I met with an accident which put me out of final heat, because my boat was sunk. This enabled Barrie to win the championship for England. In 1898, however, a few months later I challenged Barrie and I won easily. The stake was for £200 a side. Soon afterwards I was challenged by Wray, the stake being the championship of the world. I won this side race last year. Now I have challenged Gandaur's title to the championship of the world, and I believe I can take it from him. I will make a try anyway. If he is the better man yet, I will be satisfied, but I think I am the better oarsman I ought to carry the championship away. It is now six years since Gandaur challenged me on the Thames, and a friendly contest between us can do no harm. I will do my best to carry the championship to the new Commonwealth, but will be good friends with him. I am a great oarsman in a worthy sportsman, and I only wish to win on my merits."

Towns's rowing weight is eleven stone two pounds. His trainer, Scullivan, is a fine specimen of the manhood of the Antipodes.

GANDAUER'S SKULL. Rat Portage, Aug. 20.—Gandaur's new shell, in which he will row his big race on September 4th, has arrived from Roddick, the builder. Jake is now using R in his work, and he is delighted with it. He says that it is several seconds faster than his old boat, and it has strengthened his confidence that he will be able to defeat his young opponent on September 4th. Scullivan has received a letter from J. C. Armitage, vice-president of the Whinpep Rowing Club, inviting him and his party to the Prairie City, to take part in a regatta to be held there early in September. The letter asks Scullivan to row an exhibition race with Hackett, for a purse.

THE REGATTA POSTPONED. The J. B. A. A. annual regatta, which was to be held on Saturday next, has been postponed until the 31st, owing to the law yer's baseball match, which takes place on Saturday.

LAWN TENNIS. PLAY AT COWICHAN. The results of the play in the Cowichan tournament on Saturday last follow: Ladies' Singles. Mrs. J. Maitland, rec. 15, beat Miss Prevost, rec. 15, after a very hard fight—6-3, 3-6, 6-4. Mrs. Smeather, owe 1/2 of 15, defeated Miss H. Robertson, scratch, by 2 games in the third set, the score being 6-5, 5-6, 6-4. Miss Maitland, scratch, after a hard fight, won the match from Mrs. J. Maitland, rec. 1/2 of 15, by 6-4, 6-2, 6-2. Mrs. Leather, who had to give her opponent 1/2 of 15, fought it out with Miss Maitland in the finale, Miss Maitland winning the first

BRITAIN AND UNITED STATES TRADE.

A decline in the exports of manufactures from the United States of more than twenty-five million dollars has opened the eyes of our enterprising neighbors to the fact that they are not going to dominate the world as soon as they expected. When Russia's retaliatory policy has had time to operate and the new German tariff is brought into operation, there may be a drop in the general trade quite as great as has fallen the manufacturing branch. Independent newspapers argue that more proof has been given of a necessity for tariff revision, but Republican papers which support the government see no reason for alarm. The reciprocity provisions of the Dingley laws have not been put into force and great results may follow an effort to reach an understanding with the countries which are beginning to show signs of additional fiscal hostility. Besides there is great prosperity at home, and if the strikes were only settled there would be greater reason for complacency. The Seattle Post-Intelligencer holds that it will be time enough to act when the nations show actual signs of resentment because of the policy of the United States, which aims at selling its surplus in foreign markets and buying nothing therein. For instance, when Great Britain shows a determination to exclude American goods a bargain may be made with her and the tariff bars let down a little way. The United Kingdom, as is well known, is the chief customer of the United States. Great Britain and Canada alone take more than half of the exports of our neighbors. If the shipments to India, South Africa, Australia and the other dependencies were added to this list, it would appear still more formidable. The most inexplicable feature of the affair is the fact that there appears to be no true appreciation of the circumstances in the United States. The policy of the politicians always has been to hit Britain or Canada whenever an opportunity presented itself. In business or in sentiment the dominant passion has been to wound if possible and to offend in any event. The British flag must be concealed from view on all public occasions. That of such enlightened and progressive countries as Turkey and Russia may be displayed in prominent places, but the Union Jack is an offence and an abomination; it floats over tyranny and oppression. So it also has been in business. When trade was seen, to be developing in any direction between Canada and the United States the tariff was so adjusted as to head it off. Numerous instances of the working of this policy could be given. The same policy has been in force against Great Britain for a number of years. The tin plate industry may be mentioned as a specific instance. At one time tin plate was imported from Britain. The tariff was so changed as to absolutely exclude the finished article and admit the raw material. Now no tin plate is imported at all. Our logs and nickel and pulp wood were to be treated in the same manner, but the government of Ontario proved an obstacle to the successful operation of that scheme. Our neighbors as a matter of business have so constructed their gates that they open only one way. They believe that Great Britain has pulled down her walls entirely for business reasons also. They say we buy the goods because we cannot do without them and that they refuse to take ours because they can do without them. But surely Great Britain can manufacture for herself, and quite as surely Canada can feed her own population. Yes, we are with great strides approaching the time when we shall be able to feed the abnormally developed population of Great Britain also. What if the imperialism which has taken possession of the Mother Country and the colonies should decide to meet a hostile commercial world on the only terms possible, and give a preference to all domestic and colonial products and manufactures? What if the following prediction of a famous economist in Europe should come true: "Americans have no conception of the feeling which exists against them in Europe," says M. Beaulieu. "Even you Americans who travel do not get at the real feelings of the people who live on this side of the water. You meet only those whose business it is to entertain you, to sell goods to you, to extract money from you, to be polite to you, it is not from them you learn the truth. They conceal their thoughts. But men like myself, who travel about on the continent as continental—we know the state of the public mind. We know that every important government on the continent is already under the pressure of manufacturers and tradesmen and producers who want a sharp, drastic policy of retaliation upon America instituted at once. "This pressure will make itself felt in time—that is inevitable. With the men who foment it it is a matter of dollars and cents. They are the most influential classes, the capitalists, the employers, and they will have their way. Governments will be compelled to respect their wishes in order to maintain themselves." Would our neighbors continue to injure themselves in that hard protectionist shell into which they have withdrawn, or would they be ready to concede that all trade benefits buyer and seller, and that in such matters it pays to give and take?

BRITAIN AND IMPERIALISM.

British Columbia is not the only part of His Majesty's dominions in which the opposition in Parliament appears to have "abrogated its functions." Every paper, every person and every party in Great Britain, born, bred or converted into opposition to the government, have expressed the opinion that the latest measure proposed to end the war in South Africa will have no effect whatever. To be sure, they are not in a position to formulate any plans, the embodiment of the wisdom betrayed in their looks and hinted at in their words, but they might at least refrain from perille criticism calculated to encourage the Boers in a resistance which is proving ruinous to themselves and costly in life and money to the British. The time for criticism will come and with it the opportunity of the Liberal party, if its leaders do not put it beyond redemption by their present ill-considered course. The duty of all patriots at present is by word and deed to end the war. All who have eyes to see know that an overwhelming majority of the people at home and abroad think the government was forced into the conflict and that the ambition of Kruger and his allies was to drive the British from South Africa. What other conclusion can be arrived at when we consider the extent of the preparations that were made, as exemplified in the number of guns, great and small, and ammunition that have been captured and herded? The Boer resources in that regard are by no means exhausted yet. In the face of these things and the sentiment of the people, what is the use of asking how the Boers are to be informed of the latest ultimatum, and by what process is the property of the enemy to be levied upon for the benefit and support of his women and children? The penny post and the telegraph are not the only means of communication, although these have been of great service to the Boers from the beginning of the war, and there is plenty of property in South Africa belonging to the men still in the field. The government may be weak, but it is strong in its cause, and its weakness will become manifest only when the first portion of its work in South Africa is completed. Not one part of Christendom can be convinced in its heart that the war has not been conducted with exceptional humanity and that it would have been over long ago if the tactics which were employed in all previous conflicts of a like character had been imitated. Because Joseph Chamberlain, who was once a Liberal, is at the head of the department which is chiefly concerned is no reason why his former colleagues should flout the sentiment of the country and ruin the prospects of the party of whose fortunes they have been placed in charge. The Liberal party must be baptised with a triple measure of the spirit of Chamberlain and become a colonial party before it can ever again become the power it has been. There are no Gladstones left, and it is a policy and not a personality that will win. Only imperialism can save the Empire in the face of the antagonism of the whole world. Rosebery and Chamberlain, although now in hostile political camps, perceive this. The eyes of all other statesmen are either closed or they have not the courage to speak the words which will awaken the populace to the true condition of affairs. Some theorists or faddists would carry their doctrines to the limit. They advocate the release of the colonies from even their present slender connection with the Mother Country and the latter working out her destiny alone. Under such a policy the fleet could be greatly reduced and there would be no necessity for a standing army. The advocates of this policy are for the most part in the Liberal party, and they justify their attitude by pointing out that it would mean the end of war. There is a possibility that such a consummation would result in endless strife. Other nations are eager to extend their spheres of influence—it is not possible that only the dominance of Great Britain restrains them? Are the colonies inhabited by people who would submit to even the most powerful of the nations without a struggle? It would be a dangerous thing to upset the equilibrium which has been so long established. That at least is clear. In the millennium days, when all national disputes are settled by international arbitration, it may be different. Even then some national freebooter will arise and upset all the decrees of the courts.

HEROIC ACTS.

It is not likely that anything of importance will be added to the details which have already been given to the public of the fate which befel the Islander and the tragic manner in which so many of her passengers and crew went to their doom. All the circumstances are taken into consideration, we think it will be admitted that the behavior of all the actors in the tragedy was most admirable and that the part played by the crew as a whole was worthy of the highest commendation. The men were not disciplined probably in the sense discipline is understood on board men-of-war or even on the great liners. Yet in the desperate situation in which they found themselves they acted up to the highest traditions of the British who has for centuries followed a seafaring life, probably because it was the natural thing for them to do. In the midst of the pulse of the terror-stricken passengers the work of preparing for the worst went on, the engineers remained

at their posts until the word of command was given that released them, the firmness showed their bulkheads, the cabin boy did his duty in arousing those who slept at the perilous time, the quarter-master kept his hand upon the wheel which had lost its usefulness, and the master remained on the bridge as long as it was above water. One mariner aboard as a passenger, instead of attending to his own safety first, turned in and rendered valuable counsel and aid in lowering the boats. In view of all these facts, cannot we afford to shut our eyes to the stories of the few acts of selfishness, possible of cowardice, which are related? There may also have been too great anxiety on the part of the officers to make time in waters known to be dangerous. That is a matter for inquiry by the proper authorities. The man chiefly responsible is no longer in life. If he were careless or indifferent or thoughtless as to the responsibilities of his position he has paid the penalty with his own life, and while we must all deplore the suffering which was caused by and will follow the accident, we cannot ignore the usefulness and bravery with which Captain Foote met the situation and death. It was a testing time for men and a trying time for women with children in their charge. No doubt the majority of the readers of the Times would prefer to shut their eyes to the picture which some of the survivors have drawn of a man, a woman and a little child standing among the list on that doomed ship. The man was called the woman agitated, the child unconscious, incapable of understanding the situation. The man was of strong, athletic build. He might easily have saved himself, but he stayed to soothe the woman's agitation and do what he could for her when the worst happened. The man was Dr. Duncan and the woman Mrs. Ross, wife of the Commissioner of the Yukon territory. They were down together, the man, the woman and the child. Probably the doctor regarded the frantic efforts of some of his fellow-passengers as a great many people in the province, who consider that Mr. Turner's political services to this province, instead of being splendid, have been most disastrous. At which he exhibits a very divided attitude when the attitude of a Lieutenant-Governor to the different political parties of the province under his jurisdiction has been so clearly defined, that an incident of this kind could not possibly occur. "Suppose His Honor had not taken in a public way to refer to the splendid services of the writer of this letter to the province, especially from Mr. Turner's friends! Will it then be contented that it is perfectly proper for the Lieutenant-Governor to praise a public man and not to praise an actor? That public man is Mr. Turner, but if that public man happens to be Mr. Martin, or, we will say, Mr. Carter-Cotton, then he has transgressed?" The Times has often had occasion to condemn the public acts of Mr. Turner, but we feel sure that some of our readers will expect to see the Lieutenant-Governor because with his well-known courtesy and kindness of heart he consented to be present and say a few words on an occasion of the kind referred to. There was nothing of a political nature about the function whatever. Mr. Turner has said farewell to public life. He has a few friends and they are not without feelings. Possibly Sir Howard thought of the retirement of another veteran a short time ago and forgot that we had a very sharp political contest in British Columbia.

CAMP MCKINNEY WAGON ROAD.

To the Editor:—The new road from Camp McKinney to Rock Creek is now under construction. This road is being built primarily to enable a few claims to slip on to the nearest market, and to carry a few miles away. It will be two miles shorter than the present wagon road from Camp McKinney to Rock Creek. The government appropriated \$2,000 for this new road, and in the opinion of those capable of judging it will cost nearly \$2,000 more to complete it. There are two long grades, one on each side of the north fork of Rock Creek, which will cost a lot of money to build. There are about eight tons of ore on the dump of the Dighton claim, and I am not aware of any other rich claims in the neighborhood. A wagon road would have been quite sufficient to answer all present needs. The freighters of this district are not in a good way at the grade at "Jolly Jack" Creek were widened, which would not cost much, but our wise government think it more important to build this new road, and if the government propose to build roads to every miner's prospect, we will each, individually, apply by petition of course, for a road to our own claims. Everyone signs petitions in this country on a principle, they observe. At all events this present road is an unnecessary piece of work, and when the government come to pay the bill they won't like it.

Public opinion here is that the road will not be used, and the government will have expended nearly \$4,000 for nothing. ROCK CREEK, Aug. 11. TRACKMEN'S STRIKE. The Last of Concession Board Leaves Montreal. Vancouver, Aug. 21.—A Montreal special dispatch says the last of the concession companies which has had the trackmen's strike in hand, the Montreal and Pacific, is likely to be the last to drag along for some time. E. S. Clouston, general manager of the Bank of Montreal, passed through to Victoria this morning, and on his way back to Vancouver arrived this morning from Rivers Inlet with the news that the canneries had closed down with about half packs. An address and token of appreciation to Hon. J. H. Turner, Mr. Martin has addressed a letter to the Vancouver News-Advertiser on the subject. After referring to a former alleged indiscretion of His Honor at Winnipeg to the effect that the province is now at peace and entirely satisfied with the present Premier, the following words of Sir Henri are quoted as objectionable: "Now that Mr. Turner was leaving British Columbia, each of his many friends and the province at large ought to be grateful to him for the splendid services he had rendered." "Now we all know that Mr. Martin has set the seal of his distinguished approval upon the selection of Mr. Dunsinville as Premier; and if the leader of the opposition is satisfied and a supporter of the government, does not that imply that the country is unanimous and that the Governor was upon safe ground in making the statement he did at Winnipeg? But the objection shows how very warily the representatives of the Crown must tread. As to the latest demurrer we do not think Mr. Martin is serious. The occasion was not in any sense political. That Mr. Turner has done the province some good, and that it is a political blight as to deny at this stage of his career. When he announced his approaching withdrawal from public life in a broken voice there was manifested in the House the deepest sympathy for his position—there were even tears shed, although there was no observable relaxing of the emotional nerves of the leader of the opposition. This sympathy was openly expressed by Mr. Martin's second in command and others, which may account for the following explanation. "This demurrer was not intended to imply any withdrawal from the political position taken by his opponents in this province during past years, but he was not in a position to undertake to set the seal of his high position upon the political career of Mr. Turner in this province and in a word wipe out the opinions of a great many people in the province, who consider that Mr. Turner's political services to this province, instead of being splendid, have been most disastrous. At which he exhibits a very divided attitude when the attitude of a Lieutenant-Governor to the different political parties of the province under his jurisdiction has been so clearly defined, that an incident of this kind could not possibly occur. "Suppose His Honor had not taken in a public way to refer to the splendid services of the writer of this letter to the province, especially from Mr. Turner's friends! Will it then be contented that it is perfectly proper for the Lieutenant-Governor to praise a public man and not to praise an actor? That public man is Mr. Turner, but if that public man happens to be Mr. Martin, or, we will say, Mr. Carter-Cotton, then he has transgressed?"

and it reflects great credit on all who contributed to making it what it is. The practical question arises, however, if the wonderful effort made by the government of Canada and the Canadian commission at Glasgow will bring about the desired result, i. e., an increased knowledge of the natural and manufacturing resources of the Dominion among importers in the British Isles, and a consequent increase of the Canadian export trade in timber, wood pulp, semi-manufactured articles and furniture. The first of these questions can without hesitation be answered in the affirmative. The second can only be solved by those in Canada who have the natural forest wealth of the country at their command. By studying the British market and wanting to do it they are undoubtedly securing the lion's share of the business at present being done. So, after all, the final success of this exhibit lies in their hands. LESSON FOR RECKLESS DRIVERS. Fine of \$20 Imposed on Too Zealous Jehu—Other Cases. This morning in the police court two drunks were fined \$2.50 each. A Jarvis, a hack driver, was charged with an infraction of the hired vehicle by-law. It appears that his carriage was standing in front of the C. P. N. Co.'s office on Wharf street, and when the gates were opened he grabbed the reins and in his rush to get down to the street, he first backed out of his position. He did not exercise the necessary care, and judging so he struck Mr. Gilmour, who was passing with a wheelbarrow full of fish. The latter conveyed was upset and the wheeler had his hand injured. Jarvis was fined \$20 or one month's imprisonment with labor. The case of Ah Aek, charged with using abusive language towards Constable Chynaris, was dismissed. During the hearing of this case it developed that the constables have been up on the E. & N. line for the compelled peddlers to show their licenses. At the same time it has been the custom for the police to do so, and especially when it is reported that a number of Chinese are peddling without license.

There is in the possession of Sergeant Major Muleahy, Mrs. Sarah Ballentine, a tattered bit of manuscript which forms not only an interesting souvenir of the Rebel rebellion of 1885, but of Inspector Dickens, son of the famous novelist, who subsequently died from exposure, and a number of companions making the journey down the Saskatchewan among float ice on a raft. The document was given Sergeant Major Muleahy, who was then in A. Battery, while he was acting as sergeant of the guard at Battledore over about forty prisoners who had been apprehended at the Battle of the Esk. He put it in his pocket and subsequently among his papers, where it lay until unearthed the other day. It is as follows: To Inspector Dickens, N. W. M. P., Battledore. Please give the bearer permission to see Charles Payack, Mrs. Sarah Ballentine, the bearer, is the sister-in-law of prisoner, and she would like to get an order for his children, cart and horse, which are in possession of the Government. Yours truly, CHAS. B. ROULEAU, Stipendiary Magistrate. Battledore, June 28th, 1885. To Sergeant of Guard: Allow Mrs. Ballentine to see Charles Payack. FRANCIS Y. DICKENS, Inspector Post. IMPORTANT SESSION. Meeting of Decoration Committee Held Yesterday Afternoon—School Children Invited to Participate. The decoration committee in connection with the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York held a meeting in the city hall at 4 p.m. yesterday, with Geo. Jeeves in the chair. There were present His Worship the Mayor, Capt. Royle, Thomas Hooper and Ald. Brydon. A communication from Mr. Mellor was received and tabled for future consideration. A communication from the Sons of St. George was received and it was moved by Capt. Royle, seconded by the mayor, that permission be granted to erect the arch, as requested in the communication, the plan of the same to be first submitted and approved of by the committee. The motion was carried. Moved by Capt. Royle, seconded by Ald. Brydon, that the central point of presentation of the address be at the corner of Yates and Douglas streets, where a platform will be erected under the arch to be constructed there. It was moved by Ald. Brydon, seconded by Capt. Royle, that the secretary be authorized to advertise that designs are invited for a grand arch at the corner of Yates and Douglas streets, and that the premium be not more than \$50, including the premium. The judges are to be the mayor and decoration committee, and designs to be in by Monday, the 20th inst., at noon. This was carried. The secretary is to write the city council for permission to erect arches at the corner of Yates and Douglas streets and James Bay bridge, and also for permission to decorate the proposed line of march, etc. The secretary will also send circular letters to all school boards and school teachers on Vancouver Island inviting the children to attend the reception to be given to their Royal Highnesses, and advising them that places will be provided them on the line of march with the city children, also asking for a reply by the 15th of September. The children of the Orphanage and the Protectorate are included in the invitation. The meeting was then adjourned to the calling of the chair. PAIN-KILLER IS JUST THE REMEDY needed by every house. For cuts, burns and bruises, strains and sprains, dampen a cloth with it, apply to the wound and the pain leaves. Avoid substitutes, there's but one Pain-Killer, Perry Davis', 25c. and 50c.

ANDREW MOUATT DEAD. Well-Liked Police Constable Passed Away Early This Afternoon. The department of the Victoria police was plunged in sorrow to-day by the death of one of the most popular constables, Andrew S. Mouatt. The dread visitation came a few minutes after 12, just as Detective Palmer reached the house to inquire after his comrade's health. Constable Mouatt was taken ill on Saturday morning last. He had been unwell for a couple of days previous to that, but managed to attend to his duties. When taken seriously ill he developed symptoms of pleurisy, which it is understood merged into pneumonia. Yesterday he appeared to be improving and his friends had every hope that his constitution would be well able to cope with even so deadly an adversary as pneumonia. This morning, however, he grew gradually worse, and until the end came at the aforesaid hour. The late constable was 37 years of age and a native of the Shetland Islands. He was a sailor by calling and was mate on the steamers *Tranvaal*, *Great Lakes*, *Coming West*, he joined the police force in 1892, but resigned during the northern rush to take the post of mate on one of the *Tranvaal* steamers. He returned in October, 1898, with which he was connected up till the time of his death. He was an excellent police officer, of magnificent physique, fearless and in the prime of life. He was quiet, unobtrusive and highly esteemed by not only his many acquaintances outside the force, but also his two sisters, Mrs. J. Adams and Miss Mouatt, both resident here, a brother, who resides in Vancouver, but who has been up on the E. & N. line for the brief trip, and another brother on the police force in Liverpool. Further notice of the funeral will be given. A RELIC OF REBELLION. Order Signed by Son of Charles Dickens in Possession of Sergt.-Major Muleahy. There is in the possession of Sergeant Major Muleahy, Mrs. Sarah Ballentine, a tattered bit of manuscript which forms not only an interesting souvenir of the Rebel rebellion of 1885, but of Inspector Dickens, son of the famous novelist, who subsequently died from exposure, and a number of companions making the journey down the Saskatchewan among float ice on a raft. The document was given Sergeant Major Muleahy, who was then in A. Battery, while he was acting as sergeant of the guard at Battledore over about forty prisoners who had been apprehended at the Battle of the Esk. He put it in his pocket and subsequently among his papers, where it lay until unearthed the other day. It is as follows: To Inspector Dickens, N. W. M. P., Battledore. Please give the bearer permission to see Charles Payack, Mrs. Sarah Ballentine, the bearer, is the sister-in-law of prisoner, and she would like to get an order for his children, cart and horse, which are in possession of the Government. Yours truly, CHAS. B. ROULEAU, Stipendiary Magistrate. Battledore, June 28th, 1885. To Sergeant of Guard: Allow Mrs. Ballentine to see Charles Payack. FRANCIS Y. DICKENS, Inspector Post. PRAISES OFFICERS. The Captain and Crew Did All in Power. K. B. McLenan, manager of the couv'er Transfer Company, speaks high praise of the officers of the steamer "Hinde Bowker" who were on the vessel, and emphatically, "and that is there blame to attach to any person connected with the ship. It is all very well now afterwards that this and that has done. I say, and I can substantiate by Mr. Hinde Bowker and others who were on the vessel, that it did well to get as many saved as Capt. Foote and the officers did their power. There was no co-operation. In fact very co-operation. I saw nothing that anything had happened there very serious. "When we went to bed the night vessel was making good time and the crew were on the vessel, and the accident—for it was pure accident—came without warning, and sixteen minutes we were without "I have been on the trip often and have seen whole fields of ice in the same locality. When the big masses of ice and there had heavy wind that day and night. "As far as I can see the real Indians and children were drowned on the ship. The bodies were one took the disaster. The ladies to dress and also had children dress, and the last fatal plunge steamer was so soon after the shock of the accident that the people were caught like rats in a trap, the body of Mrs. Ross was fully dressed, showing that she taken her time. "The stories of smashing in the of the steamers with axes are not at all true. The not a door broken in with an axe, was every precaution taken by the ards to get every one out as possible." ON THE RAFTS. Hinde Bowker Describes the Following the Catastrophe. Hinde Bowker, a Vancouverer, gives a good account of the wreck. He was hanging on to the out of the raft and some of the other have been struck by the propeller the steamer as it glided by, but not badly hurt. The bruise on there yet, but I had a good hold deep breath and down I went. We sucked a long way down. The propeller in the cabin was apparently for I was tossed to the surface than I went down. The only I sustained was from a month of salt water, and some bruises ribs and arms. As we were going I could see the propeller about. When I came up, there were of our party left, a Chinaman and self. I looked around and saw heads in the water a few feet

were looking for large bears, when they saw right about a four foot one, with its surface a little more flush with the surface of the sea, course of the Flossie was aimed just time to save her from contact with submerged mountain. One of the of a perilous thing it constituted lying in the track of the Skagway liners to-day for transmission to the time it would be absolutely invisible night. It is the opinion of our navigators that the berg which caused the destruction of the Flossie, was light, the chief value in the gold dust which was it will be a matter of extreme difficulty to establish the amount of treasure board. "I have a fair recollection of the resacks lodged with him by passengers, but he can have none of that which cases where royalist has been paid, cord will exist at Dawson of the a taken out by miners, but this would prove that they took it with them, and will afford a check on the dust which was procured from the tin companies and was being taken by trappers. In regard to the behavior of the Capt. Group said last night: "The one source of satisfaction to me in connection with the whole affair, is the superb behavior of the officers. I take the ship to be a very good one. Oiler Burkholder, I see by an item in the Times to-night that he is his place in a boat for a lady and crew of a ship were in a very recently succumbed. You read of loss of ships anywhere. "And more," he added, "I did not hear of a shipwreck in your life in one or more of the lifeboats did not size in launching? Yet here the no such calamity. On each side ship were taken care of, and they were got away without confusion, panic, and without accident. "We court an investigation," he said, "and it is but fair to come out." PRAISES OFFICERS. The Captain and Crew Did All in Power. K. B. McLenan, manager of the couv'er Transfer Company, speaks high praise of the officers of the steamer "Hinde Bowker" who were on the vessel, and emphatically, "and that is there blame to attach to any person connected with the ship. It is all very well now afterwards that this and that has done. I say, and I can substantiate by Mr. Hinde Bowker and others who were on the vessel, that it did well to get as many saved as Capt. Foote and the officers did their power. There was no co-operation. In fact very co-operation. I saw nothing that anything had happened there very serious. "When we went to bed the night vessel was making good time and the crew were on the vessel, and the accident—for it was pure accident—came without warning, and sixteen minutes we were without "I have been on the trip often and have seen whole fields of ice in the same locality. When the big masses of ice and there had heavy wind that day and night. "As far as I can see the real Indians and children were drowned on the ship. The bodies were one took the disaster. The ladies to dress and also had children dress, and the last fatal plunge steamer was so soon after the shock of the accident that the people were caught like rats in a trap, the body of Mrs. Ross was fully dressed, showing that she taken her time. "The stories of smashing in the of the steamers with axes are not at all true. The not a door broken in with an axe, was every precaution taken by the ards to get every one out as possible." ON THE RAFTS. Hinde Bowker Describes the Following the Catastrophe. Hinde Bowker, a Vancouverer, gives a good account of the wreck. He was hanging on to the out of the raft and some of the other have been struck by the propeller the steamer as it glided by, but not badly hurt. The bruise on there yet, but I had a good hold deep breath and down I went. We sucked a long way down. The propeller in the cabin was apparently for I was tossed to the surface than I went down. The only I sustained was from a month of salt water, and some bruises ribs and arms. As we were going I could see the propeller about. When I came up, there were of our party left, a Chinaman and self. I looked around and saw heads in the water a few feet



PROGRESS.

NDRW MOUNT DEAD.

Asked Police Constable Passed Away Early This Afternoon. The department of the Victoria police...

SURVIVORS OF THE ISLANDER INTERVIEWED

(Continued from page 1)

were looking for large bergs, when suddenly they saw right ahead a low lying one, with its surface little more than flush with the surface of the sea...

I hallooed and said that there was lots of room for two more on the raft. At this time there was a heavy fog, and I never saw the iceberg at all.

attempting to keep others off the raft as it was then loaded, and the addition of further weight to it would have meant that it must inevitably have capsized.

MR. DEVLIN'S VERSION.

Many of the Passengers Did Not Realize Their Danger.

J. K. Devlin, formerly Great Northern agent here, tells a story which illustrates with what levity many of the passengers regarded the situation.

THE NEW TENNIS CHAMPION.

The above is a picture of R. B. Powell, who defeated Hardy, the Californian, in the tennis tourney at Tacoma on Saturday and thus captured the championship of the Pacific Northwest.

whom traditions he upheld, had so long been included or not, I jumped down for the boat, dropping about eight feet before I reached it.

BEEFSTEAK AND WHISKY.

A Passenger Tells of Their Reviving Effects on Survivors.

T. A. Robertson, one of the passengers of the ill-fated Islander, who arrived from the North on the Parallon, gives an interesting account of the accident.

action is sufficient to render his memory immortal. While not quite clear, it is believed that Hatch was one of the two who closed the water tight compartment, without which the ship would have sunk in a few minutes.

SPENT ALL THEIR MONEY AND CANNOT GET WORK

There Will Be Many Destitute Men at Nome If They Do Not Get Transportation South.

Port Townsend, Aug. 20.—Steamer John G. Kimball, from Nome August 8th, has arrived here. Passengers on the Kimball bring hard-luck stories from Nome and say that when winter sets in, there will be the usual number of destitute men who will have to face starvation or be given transportation to Puget Sound.

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TREASURY BUYS BIG BAR OF GOLD DUST

Over Fourteen Thousand Dollars' Worth of Treasure Marketed at the Department of Finance.

Yesterday was a banner day at the provincial assay office, notwithstanding that there was no steamboat arrived from Skagway, the biggest bar which has been treated at the office was assayed, and this morning the owner got his cheque, plus the rebate, at the treasury.

THE EXHIBITION.

The Grounds Being Prepared—A Thousand Doggers Being Distributed.

A staff of men, under Watson Clark, are busy engaged to-day in preliminary work on the exhibition grounds, including and improving the grounds for the forthcoming fair.

VANCOUVER NOTES.

Bush Fires Are Doing Much Damage—New Line to Westminster.

Vancover, Aug. 20.—Bush fires are doing much damage in South Vancouver and up the coast. Logging camps have closed up and much valuable timber has been destroyed.

SEASON SOON COMMENCES.

Shooting Opens on September 1st—Preparations Being Made by Hunters.

The shooting season will now soon be in, and preparations are being made for it by all who take an active interest in sport. Guns are being taken out of their cases, where they have been since last season.

INJURIES PROVED FATAL.

J. G. Tarks, the Well Known Architect, Succumbed Early This Morning.

The injuries received by J. Gerhard Tarks in the fall from his wheel on Sunday afternoon resulted fatally, the victim expiring at his residence early this morning.

JUDGE CRAIG.

Report That He Was on the Islander Is Not Credited.

Ottawa, Aug. 21.—The report from Ionton, that Judge Craig has resigned his position and was coming out on the Islander is not credited at the department here.

MINERAL ACT, 1898.

CERTIFICATE OF IMPROVEMENTS. NOTICE.

Henrietta and Margaret Mining Claims, situate in the Victoria Mining Division of Westminster District, are hereby located on the east side of Banks Island, on Prince of Wales Channel.

RELIC OF REBELLION.

Signed by Son of Charles Dickens in Possession of Sergt.-Major Malenby.

is in the possession of Sergt.-Major Malenby, of the Fifth Regiment, a relic of an interesting incident of the rebellion of 1855, and of Inspector Malenby, son of the famous novelist, who died from exposure, he and other companions making the journey down the Saskatchewan among ice on a raft.

CHAS. B. ROUTEAU.

Spendary Magistrate.

Battleford, June 29th, 1855.

present of Grand.

Francis Y. Dickens, Inspector Post.

IMPORTANT SESSION.

ing of Decoration Committee Held yesterday Afternoon—School Children Invited to Participate.

decoration committee in connection with the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York held a meeting in the hall at 4 p.m. yesterday, with Geo. in the chair.

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WEEKLY WEATHER REPORT.

Victoria Meteorological Office. 14th to 20th August, 1901. The week opened with a vast area of high barometric pressure, central in Alberta, and extending from Vancouver Island to Manitoba. This was accompanied by a decided hot wave over the greater part of the province, the temperature reaching 88 at Kamloops, 84 at Westminster, 80 at Barkerville, and 77 here on the Coast. This was quickly followed by an area of low barometer from the ocean, which hovered over the province until Saturday, when its centre moved across the Rockies into the Territories, the barometer still, however, remaining low in British Columbia. From this date to the end of the week the pressure continued to be irregular, brief intervals of high barometer being succeeded by fresh depressions, which centred over the Rockies and the adjoining Territories. These movements caused cool weather in this vicinity during the last three days of the week. No rain is reported in British Columbia, and the bright summer weather has prevailed. In the valley of the Thompson the heat has been extreme during all the week, and at Barkerville high temperatures also occurred. Light frosts were reported on the 17th and 18th at Barkerville and Calgary. Heavy fires and their accompanying smoke have been very general along the Straits and Sound and at many other points. Thunderstorms and showers have occurred in the North Pacific states, chiefly in the plateau district of central Oregon, and temperatures have been above normal, especially in the Californian valleys and on the western slopes of the Rockies. In the Northwest province fine harvest weather has prevailed; light showers fell at a few places, and temperatures have been normal. At Victoria 69 hours and 15 minutes of bright sunshine were registered; the highest temperature, 70.2, occurred on the 15th, and the lowest, 45.7, on the 19th. New Westminster—Highest temperature, 84, on 14th; lowest, 46, on 19th. Kamloops—Highest temperature, 88, on 14th; lowest, 46, on 18th. Barkerville—Highest temperature, 80, on 14th and 16th, lowest, 30, on 17th.

Local News.

CLEANINGS OF CHURCH AND PROVINCIAL NEWS IN A CONDENSED FORM. (From Tuesday's Daily.) A lady passenger on the steamer Queen, which arrived from the north on Sunday, is reported to have lost jewelry to the value of over \$1,000, which she kept in a satchel in her stateroom. The woman claiming to have missed the precious articles left the steamer here. She is the wife of a United States army officer on duty in the Philippines. (From Wednesday's Daily.) Provincial Assessor Carmichael will leave via the Tees, to-morrow night for the Skeena. He is going up to Kilsalis Canyon for the department of mines to visit the Gould group of properties being developed there by Manager Singlehurst, and to report on them. On the return trip he will call at Bella Coola, and may also go up the Nimpkish. He expects to be absent about six weeks. (From Thursday's Daily.) The annual exhibition of the Saanich Agricultural Society will be held in the hall at Saanichton on September 27th and 28th. The premium list is now being published. Those in charge expect a very successful show, in view of the large number who have expressed their intention of contributing exhibits. A meeting of the board of directors will be held shortly for the purpose of perfecting the arrangements. After the show is over the exhibits will be sent to form part of the big show. (From Friday's Daily.) The historical society of Victoria is taking steps to identify the site of the old Hudson's Bay fort in this city. A plate is now being prepared which will be put up at the corner of Bastion and Government streets with the following inscription: "The fort of the Hudson's Bay Company, occupied this site from A. D. 1843 to 1860. This tablet is placed on the northeast corner to preserve an ancient landmark by the Historical Society of Victoria, M. C. M. I."

Amphion a short time ago. This revelation, Constant Cox, from the charge of vagrancy. The man gave his name as Thomas Patrick Delaney, and was handed over to the officers of the ship this morning. The general management committee of the B. C. Agricultural and Mineral Association will hold a meeting on Wednesday evening next, when all members are requested to be in attendance. Applications for space at the coming exhibition are coming in daily, and necessitate no little clerical work on the part of the secretary and his assistants. This exhibition office these days is a veritable hive of activity, communications being answered, details advanced to a further stage of completion and copies of the prize list mailed to various parts of the country. The visit of Rev. John McNeill, the great Scottish preacher, to Victoria is a great event. A letter having been received by him from William McNeill, assistant to the chief commissioner of lands and works, announcing the fact. He will leave Winona lake, Wisconsin, where he is taking part in the Bible conference on the 28th inst., and will come west via the C. P. R., hoping to arrive in the city on the 3rd or 4th of September. He will spend a week or ten days with his brother here, and will return east, stopping for a time at Banff. He will be accompanied by his youngest brother, Rev. Joseph McNeill, of Piercefield, N. Y., who has been recently married. The minister, Rev. John McNeill will no doubt preach at least once during his visit, and probably may lecture on one of the evenings of the week as well. The prospect of the Winona conference says of him: "We have been trying for a year to secure the presence of Rev. John McNeill, the great Scottish preacher, and at last we have received word from him that he has accepted our invitation and will be with us. He will preach every night during the conference. Mr. Moody conjured Rev. John McNeill the greatest preacher in the world. Probably there is no more suggestive preacher to preachers than he."

ASSISTANCE FOR WRECK SURVIVORS

THE C. P. N. COMPANY READY TO EXTEND AID The Seattle Papers Busy Formulating Stories—Dr. Macfarlane Says Capt. Foote Was Sober. To-morrow the Hating is expected to reach port with Puzer Bishop on board, when all that possibly will ever be known in regard to the disaster to the steamship Islander, the names of the passengers, the completed list of dead, the number of bodies recovered—in fact all the ghastly details which all are so anxious and yet so dread to hear—these will be available. In the meantime the Seattle papers, especially the evening one, are regaling their readers with the most sensational accounts, purporting to emanate from passengers, of the causes of the disaster. They started with the theory that it was not the iceberg but a reef upon which the Islander foundered, and the tale has enlarged and grown until now a story has been given, which, if true, would show the Islander to have been commanded by beechanallians and manned by moonstruck sailors. Drunkenness on the part of both pilot and skipper, and inhumanity in first appropriating the boats to the exclusion of even women and children by the crew, are among the charges which are being circulated with all the prominence which can be given by black type and scare heads. Fortunately the data contradicting nearly all of these stories has already been published, and it is not the intention of the Times to give further attention to them by reproducing them. Many of them have already been absolutely disproved, the remainder will await the official investigation, when the whole matter will be sifted to the bottom. That all the Islander's lifeboats reached shore in safety may safely be attributed to their excellence. In fact, as a seafaring man said, what a pity it was that not a single one was not carried away. They were each between twenty and thirty feet long with bulkheads of metallic iron, both fore and aft, copper riveted and in every way fitted for heavy seas. In fact so ample was the room in them that by some lying in the bottom, fully fifty people could be crowded into them.

BOATS NOT FULL

Vancouver Passenger Saw Five Men Row Away, Although Asked to Wait. Edward Young, of 901 Hornby street, Vancouver, states that he saw some of the boats pull away from the sinking Islander until the last moment. He himself was on deck and was taken into the air by force of the explosion, and was only saved by having on a life preserver. He saw the boats pull away three hours and a half, and was taken unconscious. He would probably have died on the beach had it not been for the kind offices of Mrs. Bowman, who saved him, and recognized him. She went to the task of resuscitating him, and with the help of others, Mr. Young was brought around in about two hours.

CAPTAIN NOT DRUNK

Dr. Macfarlane Gives Positive Evidence on the Point. The tales of drunkenness on the part of the captain, to which some of the Seattle papers have been giving such prominence, received a distinct denial in the very papers which circulate the stories. In an interview with the Post-

FUNERAL TO-DAY

Remains of Late A. Mount Laid at Rest This Afternoon. Surrounded by a large number of friends, the remains of the late Andrew Mount were laid in their last resting place this afternoon. The sympathy felt by the entire community for the relatives in their loss was shown by the large number of floral designs and flowers with which the casket was covered. The funeral services were conducted at the residence of Mrs. Adams, 61 North Park street, by Rev. A. Fraser, the cortege moved on to Ross Bay cemetery, where impressive services were conducted by E. E. Leason, of the K. of P.

MOBILIZATION

Will Be Held on Labor Day—Fifth Regiment to Take Part. The representations of the Trades and Labor Council in regard to deterring mobilization, or changing the date so as not to conflict with the Labor Day celebration, have been without effect. The order has been issued, and the mobilization will be held on Sunday and Monday as forecast. Neither has the Fifth Regiment been relieved from the parade, as was hoped. They will not be obliged to go under canvas, but they will march down to Macnamoy Point to take part in the day exercises, and will march back to the city late in the afternoon. The parade at the drill hall will be at 7:15, and each man will be required to carry in his harness sufficient equipment to take part in an allowance of 25 cents will be made.

IT SAVED HIS BABY.

"My baby was terribly sick with the diarrhoea," says J. H. Donk, of Williams, Oregon. "We were unable to cure him with the doctor's assistance, and as a last resort we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. I am happy to say it cured him, and we are now well and recovering." For sale by Henderson Bros., Wholesale Agents.

DR. AGNEW'S CATARRHAL POWDER.

Rev. W. H. Main, pastor of the Baptist Emmanuel Church, Buffalo, gives strong testimony for and in a firm belief in Dr. Agnew's Catarrhal Powder. He has tried many kinds of remedies without avail. "After using Dr. Agnew's Catarrhal Powder I was benefited at once," are his words. It is a most wonderful remedy. Sold by Dean & Blacocks and Hall & Co.—65.

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VICTIMS OF THE DISASTER.

on communicate with the treasurer, Miss M. Lawson, 146 Kingston street, who will arrange for their being duly received. This society has never appeared in vain for assistance and few confident that their efforts now will again meet with a generous response from the benevolent citizens of Victoria. LAURETTA GOULD, Secretary Friendly Help Society. MISS MITCHELL SAFE. Lady Changed Her Plans and Was Not a Passenger on Islander. Miss M. G. Mitchell, who, according to a telegram from Toronto, is supposed to have been a passenger on the ill-fated Islander at the time she struck, is still in Atlin, whither she went after visiting San Francisco. She was to have taken passage on the steamer, however,

ASSISTANCE FOR WRECK SURVIVORS

the ship settled all at once, and there was a terrible explosion. It was not a sound of escaping air, but rather a sharp explosion like dynamite, followed by a breaking of wood, as though the vessel had broken in two. The chief officer deserves particular credit, for it was he who told the departing boats which way to head for shore. The chief steward also deserves great credit for his work. "Early in the evening I was talking to Capt. Foote in the smoking-room, and I can say positively that the captain had not been drinking. While I was talking to him, however, the pilot came down from the bridge and said something I did not hear to Capt. Foote, who replied 'all right, you go and lie down and I'll take care of her.' We had been told to exchange our tickets for the regular meal tickets, and later in the evening I went to the purser's office at the end of the

ASSISTANCE FOR WRECK SURVIVORS

and even had her transportation secured, but just before the steamer sailed she forwarded a telegram to Chief Engineer Brownlee asking him to cancel her ticket as she had decided to remain another month in Atlin. This was done, and since his arrival here Mr. Brownlee has telegraphed to her father, Rev. J. W. Mitchell, notifying him of his daughter's fortunate change of plans.

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# PROTEST AGAINST TAX ON VEHICLES

## PETITIONERS ASK FOR REVISION OF THE BY-LAW

### The Council Defer Appointment of New Health Officer—Report Favorably on New Voting Machine.

When summarized the business transacted at the regular meeting of the city council last night consisted of dealing with the annual budget of communications affecting public improvements of a minor character and a petition from fifty citizens asking for a revision of the Revenue By-law, so as to give them immunity from paying the special tax now imposed on vehicles, the consideration of a number of reports from various committees and the different notices of motion heretofore announced.

In order of routine, a letter from the deputy provincial secretary was read first, acknowledging the receipt of the board's communication respecting the proper sewerage of the provincial jail.

Chas. A. Clarke, harbor master, drew attention to the ineffective arrangement placed at James Bay bridge to prevent the garbage used in filling the flats from floating into the harbor. The letter was referred to the city engineer with power to act.

The secretary of the fire underwriters wrote stating that that association could not see its way clear to contribute the \$25 towards the salary of a fire inspector, as requested by the board. The communication was received and filed, a few expressions of regret being the only comment made.

Another communication from the same source called attention to the dangerous conditions in which a number of the back yards adjoining business premises were to be found and suggested that an investigation be held on every fire occurring inside the city limits. In reference to this letter task a number of the fire wardens thought that the suggestion might have been accompanied with an offer of increased salary, but as the first portion of the letter required attention it was referred to that committee for report.

From the secretary of the Society for the Prevention of Cruelty to Animals, a letter was read drawing the council's attention to the number of loose stones on the streets, which was the cause of many crippled horses about the city. The society requested that the board take some steps towards the nuisance. With this object in view the matter was referred to the city engineer, with power to act.

Ying Chung Lung & Company gave notice that his firm had in stock a lot of Chinese lanterns, etc., suitable for decoration purposes, and invited the city's patronage. The letter was received and referred to the recreation committee on the visit of their Royal Highnesses to this city.

Complaint was lodged by D. Diasdale in the matter of letting the contract for the supply of the stone required for James Bay causeway. If Salt Spring Island stone was what the city needed then he contended that he was entitled to the contract.

Ald. Stewart considered that the city had done what was right in the awarding of the contract. He did not remember that it was required in any tender where the stone should come from. The letter was received and placed on file.

U. A. Elliott, of Harrison's Hot Springs, inquired if the Imperial voting machine was going to be used in the next election. The letter was received and laid on the table until after the special committee's report on the machine had been read, when it was decided to answer the communication and enclose a copy of the report.

Wm. C. Moresby, secretary of the committee arranging for the reception of the Royal party, asked for permission to erect arches at the corner of Yates and Douglas streets, and at James Bay bridge, also to decorate the streets on the route of the procession. Permission was granted, the work to be carried out subject to the approval of the city engineer.

Thos. Hooper made application for a sidewalk around the front of the city health officer's new place of residence on Douglas street, and also that the stand pipe be removed. The first request was granted, but the second was referred to committee.

The purchasing agent reported, recommending that the tender of the Shawinigan Lake Company for the supply of lumber to the corporation at the rate of \$6.45 be accepted. The other tenders were the Sayward Sawmill Company, \$6.75, and Leigh Sons, \$8.25. The recommendation was approved.

William Chipman wrote offering his professional services in connection with any public work or improvement which the city contemplated. His charges were \$30 per day and evening irrespective of travelling expenses. The letter was received and filed.

An application was made by W. E. Oliver for water connection with a number of suburban properties, which was referred as usual to the water commissioner for report.

Sylvester Brothers and fifty others sent in a petition for a revision or modification of the Revenue By-law, so that merchants would not be compelled to pay the special vehicle tax, which they consider unfair and inequitable.

were next read from Drs. Carter, Foot, Morrison, Gibbs, Robertson and Hart. On motion of Ald. Beckwith the appointment was deferred for a week, in order to give the council an opportunity of going into the duties of the health officer to see if some changes cannot be made.

The city engineers' report was then read as follows: To the Chairman and Members of the Streets, Bridges and Sewers Committee: Gentlemen—I have the honor to submit the following report for your consideration: Communication from C. C. MacKenzie re drainage connection of his home on Elford street, with Stanley avenue. I have made an examination of the locality mentioned and find drain asked for would be through private property. I therefore do not see how the city could take any action in the matter. I think, however, if the petitioner could arrange to connect with Mr. McCrimmon's drain, it would be the cheapest and best way out of difficulty.

Communication from C. A. Holland complaining of the condition of plank walk on Bastion Square, north side, from Wharf street to Commercial Alley. I made an examination of the walk in question and find the same in bad condition. I would therefore recommend a concrete walk be constructed in the near future.

Communication from Capt. Lewis re condition of Cross street, James Bay. I may say this matter will receive attention at an early date.

Communication from E. H. Neeland re defective box drain opposite 196 Chatham street. I may say the box in question is certainly in bad condition, but considering the sewer has been in operation for some years, I am of opinion the owner of property in question should be requested to make connection with the same at an early date.

Communication from F. M. Rattenbury, asking to have sewer extended to the corner of Store and Discovery streets. Upon looking over the plans, etc., I find that locality to be in the pumping area, and therefore could not be extended at present.

M. L. Holden, asking to have a new sidewalk laid on Meares street, from Cook street, and to have the work in question much needed in the winter season. Estimated cost \$11. The city carpenter reported, and recommends the renewal of the following sidewalks, the same being dangerous and past repair: Superior street, north side, between Birdwing Walk and Meades street, estimated cost \$23; Superior street, south side, between Meades and Oswego streets, estimated cost \$24; Superior street, north side, between Oswego and Montreal streets, estimated cost \$23; Sunnyside avenue, west side, from Croft flower road easterly, a distance of 40 feet, estimated cost \$54.

The report was taken up seriatim and adopted, except that portion of it pertaining to the construction of new sidewalks, which was referred to the streets, sewers and bridges committee for report.

The finance committee recommended the payment of accounts, amounting to \$2,280. Adopted.

The same committee recommended the payment of \$5,700 out of the appropriation for James Bay mud flats improvement for the purchasing of the site at the corner of Government street and James Bay. Approved.

The fire wardens reported unfavorably on the request of A. R. Sherk for a new fire alarm box.

The park committee reported having granted permission to W. H. Maroon to hold a public meeting in the park for educational purposes on behalf of the Canadian Christian Socialist League, and submitted a copy of the regulations governing the holding of a public meeting within the park, as prepared by the city solicitor.

The electric light committee reported, recommending the acceptance of the offer of the reduced charges of the Victoria Gas Company and the B. C. Electric Railway Company, respectively, the new rates to come into force not later than September 1st, and to continue until December 31st. The committee further recommended that all the gas jets be fitted with the Weisbach type of burner, and that tenders be received for the retuning of the feed water heater at the lighting station. The report was received and adopted.

The committee appointed to interview the owners of property on the east side of Douglas street, between Pandora and Johnson streets, with a view to equitably arranging the difficulties as to the building a new sidewalk, reported that after seeing a number of the owners and tenants and obtaining from the building inspector an estimate as to the cost of raising some of the buildings to the proper grade, that it decided to offer one third of the cost of the work in connection with the buildings offered by Mr. Lilley and Messrs. Shore & Anderson, the whole not to exceed \$152. The committee also recommended that permission be granted to Mr. Penlington, as agent for Messrs. Joseph Bros., to raise the floor of the building at the north east corner of Johnson and Douglas streets, and that a sixteen-foot sidewalk be forthwith laid on the east side of Douglas street, from Pandora to Johnson. The report was received and adopted.

Still another report was read from the special committee appointed to inspect the new voting machine. The report was a favorable one of the machine, and was received and adopted. Ald. Yates remarking that it would be injudicious of the board to go further at present, as some special legislation might be required on the matter before the machine could be introduced.

The motion of Ald. Beckwith in regard to the construction of the new permanent sidewalk on Johnson street was next brought up.

Ald. Kinsman said that while not opposed to the work being carried on, he thought that the money thus expended could be spent to better advantage elsewhere in the city where sidewalks were of more urgent necessity.

With these remarks the mover concurred in part, but he considered that it would be folly to lay down any more plank on Johnson street, and there were no objections to the motion being carried as a special meeting. The motion was finally carried.

Ald. Brydon's motion that the premises at the corner of Fort, near Wharf street, be the subject of an inquiry to see if the building did not come under the health regulations, was passed, and next Monday afternoon at 4 o'clock was fixed for the date of the meeting.

A third notice of motion read was that

of Ald. Stewart's for the amendment of the Public Morals By-law, in order to widen the scope of the law dealing with drinks.

Ald. Kinsman thought the fruits of carrying out the proposed regulation would be to fill a second jail. But it made a difference, he said, who got into most of the machinery in motion, and cuffs escaped, while the one in shabby clothing was arrested and fined.

Ald. Stewart, however, thought the new regulation would prove effective for all cases. The jail at present was empty, and it would be the means of filling it.

Ald. Beckwith partially agreed with Ald. Kinsman, and wanted more time to consider it.

After some further discussion the by-law was read a second time, to be considered in committee next Monday. The council then adjourned.

## COMMENCEMENT DAY AT THE SOUTH PARK SCHOOL

Programme of Music Rendered—Governor-General's Medal, Football Cup and Certificates Presented.

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## DREDGING FOR GOLD IN NORTH THOMPSON

### A NEW INDUSTRY HAS BEEN INAUGURATED

#### Dredge Will Be in Active Operation in a Few Days—Method of Operation Fully Described.

The history of gold dredging in British Columbia has not been a record of successes, although a number of machines have been used and the attempts have covered a period of a dozen or more years. Until the present time the only river upon which these attempts have been made is the Stuart, the latest dredge for operating on that stream being constructed at Lytton, and it is therefore with much interest that the first steps of inaugurating this particular industry at North Thompson are being watched, not only by the people of Kamloops, but in other parts of the province and abroad.

The dredge now receiving the finishing touches was constructed about a mile above Edwards' creek, some 13 or 14 miles north of Kamloops, from the designs of F. Satchell Clark, of Vancouver and recently of New Zealand, under whose supervision the work has been carried out and the machinery installed. In pattern it resembles the Cobblehead dredge at Lytton, and is designed after the latest modern New Zealand dredges and of the endless chain of buckets type. Everything about the North Thompson dredge is of Canadian manufacture.

The plant is massive, anything in the way of appearance being sacrificed to strength and stability. The pontoons, measuring 102 feet long with 38 feet beam, built by Mr. Craig, are fitted with constructed of huge timbers, strongly braced, and are so tautly built that the floor of the hold is absolutely devoid of moisture, showing that careful workmanship has been bestowed upon this important part of the apparatus.

The bucket ladder, weighing six tons without buckets and pinions, is placed forward and is raised or lowered at will from a bank above the water level. The weight sustained by the cable is 20 tons. Acting upon a pivot, the ladder can be either lowered so that the dredge at a depth, or may be used to dig up the gravel and lift or pushing aside huge boulders too large for the buckets. The buckets themselves are made of the best wrought iron, with lugs to receive steel, the hardest steel manufactured, and capable of cutting through hard cement and gravel.

Method of Operation. When in operation the buckets carry the material to the top of the ladder, where it is dumped into a chute which conveys it to a large tubular revolving screen, about four feet in diameter, perforated with holes ranging from one-quarter to seven-eighths of an inch. Throughout the entire length of the screen and at the upper part extends a stationary water wheel, which, by the powerful centrifugal pump. As the screen revolves the water is forced by the pump through numerous holes in the pipe, which, through the action of the revolving material brought up by the buckets. The finer particles are forced through the perforations in the screen and fall upon the tables. The coarser stuff is retained in the meshes of the screen and is discharged upon the tailings elevator, by means of which the refuse is dumped at some distance from the dredge.

The material that is discharged from the screen upon the tables is carried across them by the constant flow of water from the pump. The tables are arranged in tiers, three on each side, where the pump is located, and four on the starboard side. A meshwork of expanded metal, which serves as riffles, retards the flow of the finer particles, and the gold is caught in the meshes of cocoon matting placed under the metal network. Any very fine gold that may pass through the matting is caught upon cotton, which is stretched beneath it.

After passing over the water, sand and gravel pass into the launders, or discharge boxes. Should the dredge be working where coarse gold exists, riffles can be put in these boxes so that any that may be washed off the tables.

As the buckets come up any big boulders will be lifted off before they reach the screen, thus preventing unnecessary hard usage. The screen, pump and buckets are operated by the port engine, which is a tandem compound of 150-horsepower. The winches, four in number, occupy central position on the starboard side and are worked by twin engines of 40-horsepower. One which runs the bucket ladder; another one and a half inch steel cable that keeps the dredge to her work, and to the other end attached the side and stern lines. One man stationed at these winches can handle the bucket ladder and the position of the dredge with perfect ease, while another at the larger engine controls the operating machinery.

The machinery has yet to be enclosed and the electric light plant installed. With all the heavy machinery in place, some 150 tons all told, the dredge draws only three and a half feet.

The capacity of the dredge is 2,000 yards per diem, and the representatives of the company are confident of big results, as the careful prospecting of their ground has given excellent values.

Machinery Put in Motion. It was anticipated that a thorough trial of the machinery could be made last week, but owing to an inquiry to Mr. Tytler, the representative in British Columbia of the syndicate for which the dredge is being built, a number of citizens drove up to the dredge to witness the first revolutions of the buckets.

ets. Miss Una McIntosh had been requested to pull the lever which would set the complicated machinery in motion.

It so happened, however, that things were not quite in shape for a thorough trial, though the spectators were able to witness most of the interesting motion, and got a very good idea of the manner of conducting the dredging operations.

Mr. Tytler entertained the visitors at luncheon. It will be some little time yet before the dredge will be in regular operation, though in a few days everything should be in perfect running order.—Inland Sentinel.

## PROGRAMME OF SPORTS PREPARED FOR THE FAIR

### Business Transacted Yesterday at Meetings of Committees on Sports and Collections at Market Hall.

At the Market building yesterday afternoon, a meeting of the special collection committee in connection with the exhibition to be held in Victoria in the fall was held. No. 1 committee, which is composed of M. Baker, W. B. Seabrook, W. A. Pendray and W. H. Price and which has the central portion of the city to look after, will continue canvassing for subscriptions.

The following of the space committee will be held shortly for the purpose of allotting space for the different exhibits. Last evening the agricultural sports committee held a meeting at the Market building, when the following were present: H. D. Helmcken, M. P. P., Mr. Dalby, Capt. Roys, Dr. Tolmie and the secretary.

The following communication was received from the Sheffield Saw Company, which is self-explanatory: Portland, Ore., Aug. 2, 1901. Mr. Beaumont Boggs, Victoria, B. C. Dear Sir:—Replying to yours of recent date, would say that we wish to be entered in contests as follows: No. 3. Horizontal sawing; single man. No. 4. Horizontal sawing; two men. No. 6. Perpendicular sawing; two men. If you will send us entering blanks we will fill them out, as we have a team of sawyers that have applied through us to take part in these contests. They are crack sawyers on this side, and will possibly be of great service, in more ways than one, to the boggers on the other side.

We wish to make the application to participate in the above contests, if you wish, our name at the contest, and later on we will send you the names of the men. We will make the following offers for prizes, which we hope you will accept, and the dredge at a price, and we will work on a bar above water level, as is distributed, our name be associated in connection with these prizes: No. 6. Perpendicular, single man, the choice of any crosscut saw of our manufacture, one for each man, with handle and tools complete. No. 3. Horizontal, single man, choice of any crosscut saw, including handles and tools.

We trust that you will accept the above in connection with the other prizes that are offered, and would say that we shall aim to make it interesting in every way we possibly can. We respectfully solicit your valued reply. E. C. ATKINS & CO., Inc. Gen. Mgr., Pacific Coast.

After some consideration, it was decided to accept the offer of the company. The letter was answered to that effect.

It was also decided to give a silver challenge cup for a baseball tournament to be played at the exhibition. Lacrosse will also be provided for, and after some discussion the committee came to the decision that a silver challenge cup would also be offered for the winning team in a series of matches between the Victoria and Y. M. C. A., of Vancouver, teams.

The committee was augmented by the addition of Principal Tait, of the Victoria West school. The secretary read a communication from Oregon, which offered to give a variety performance. Instructions were given to the secretary to write for further particulars. Tenders will be called immediately for bar and pool selling.

AN ENJOYABLE TIME. Entertainment Given By Lieut.-Colonel and Mrs. Grant and Officers of Royal Engineers.

On Friday, the 9th instant, Lieut.-Colonel and Mrs. Grant and the officers of the Royal Engineers entertained the wives and children of the corps on the lawn in front of the commandant's quarters, Work Point barracks.

Being on hand with the best of everything, was laid for the children, their wants being attended to by Mrs. Grant, who was ably assisted by Mrs. Calhorne, wife of Lieut. Calhorne, Royal Navy, and Rev. W. D. Barber, M. A., officiating chaplain to the troops. The mothers had their tea on little tables.

After the tea several games and races were indulged in, including obstacle races for boys, which took them through barrels, over fences and under a trolley; flat races for boys and girls, wheelbarrow race for boys and skipping race for girls. "Aunt Sally" also proved a source of much amusement to the little ones. In order that none might be disappointed every child received a prize. Capt. Bowdler, Lieut. Elliott, Blandy and French entered fully into all the games with the children, also Lieut. Russell-Brown, the last named officer being en route home to England from Hongkong.

The ladies and officers were untiring in their efforts to make fun for the children. After being entertained for fully three hours the children gave three rousing cheers for Col. and Mrs. Grant and the officers of the corps, and wound up with singing "God Save the King."

**SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA**

Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS & CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

Fac-Simile Signature of Chas. H. Fletcher, NEW YORK.

35 Doses—35 CENTS

EXACT COPY OF WRAPPER.

**Take Time by the Forelock**

Last year's experience will teach the wise farmer the necessity of having on hand a sufficient supply of

**Paris Green for the Cut Worm**

Its timely use will save you dollars. 40c. per lb. at our store.

**Cyrus H. Bowes, CHEMIST**

98 Government St., Near Yates St., Victoria, B. C.

OPEN ALL THE TIME

**J. PERCY & CO.**

Yates Street, Victoria.

Wanted—Experienced Shirt Makers; also learners to work in our factory. Apply at Warehouse.

**Don't Overlook It!**

The cut price sale of our hot weather specialties of Canned Goods is the picking up money. You can't afford to pass it by. Foremost regret by buying now. The regular price of these goods is 35c. tin.

ARMOUR'S CORNED BEEF, 2 lb. tins... 25c.  
ARMOUR'S ROAST BEEF, 2 lb. tins... 25c.  
ARMOUR'S BRAWN, 2 lb. tins... 25c.  
ARMOUR'S PIG FEET, 2 lb. tins... 25c.  
ARMOUR'S MUTTON, 2 lb. tins... 25c.  
ARMOUR'S KIDNEYS, 2 lb. tins... 25c.  
ARMOUR'S MINCED CORNED BEEF, 2 lb. tins... 25c.

**DIXIE H. ROSS & CO.,**  
CASH GROCERS.

**STEAMER CAPSIZED.**

Thirty-five Lives Lost by Disaster During a Storm.

Paduach, Ky., Aug. 20.—At least 35 lives are known to have been lost when the river steamer City of Golconda turned turtle in a wind storm last night, while the boat was being worked on the landing at Crosswells, six miles from Paduach. There were sixty persons on board.

**APIOL & STEEL PILLS**  
REMEDY FOR IRREGULARITIES.  
SUPERSEDING BITTER APPLE, PILLS COCHIA, PENNYROYL, ETC.

Order of all chemists, or post free for \$1.00 from BYANS & SONS & MASON, LTD., Montreal, or MARTIN, Pharmaco-chemical, Southampton, England, or P. O. Box 200, Victoria, B. C.

**CASTORIA**

For Infants and Children.

See the signature of Chas. H. Fletcher on every wrapper.

Per F. G. Richards, his Agent, July 12th, 1901.

**\$1.50 PER ANNUM. \$1.50**

VOL 22.

**HATING BODIES**

Purser Bishop Found by W

VERDICT OF COURT

Remains Brought Down

H. Ross and Chas. Foot

(Special to the Times.)

Vancouver, Aug. 23.—Steamer Hating arrived at 10 o'clock this morning Skagway. Five hundred people met here, and many anxious inquiries were made. The only Islander passengers who came down was Lister G. of the Hudson's Bay stores here. He struck by a plank, and his head bandaged as a result of the accident. He was in the water three hours rescued.

Five bodies were brought down Hating, the remainder being buried Juneau. The bodies were of Mrs. Ross and child, Mrs. Ross of Cairn Dr. Duncan and Capt. Foote.

Governor Ross started out from son immediately on receipt of the news and came down by the Hating company the remains East.

H. H. Morris, of the Bank of meree, came down, but contrary former reports he was not a passenger by the Islander.

Purser Bishop places the death forty, made up as follows: Passengers—E. Mills, Mrs. Dr. Hips and child, J. W. Bell, Dr. De Miss Kate Barnes, Mrs. Minnie A. W. Jerry, J. Dahl, M. J. B. Mrs. Nickerson, Mrs. Ross and Mr. Keating, Arthur Keating, J. Ing, F. R. Douglas, F. Rekate, M. C. Henderson, H. T. Rogers, Meadows and N. Caspar.

Crew—Capt. Foote, H. Fowler, Jacobs, Claude Burkholder, H. Norman Law, S. J. Pitts, three Chinese, Allan, A. Kendall, P. Burke, Hatch, James Baird, Geo. Miles, passer, name unknown.

The following bodies were recovered: Miss Kate Barnes, H. T. Rogers, J. H. Ross and child, Dr. De Joseph Dahl, two passengers, name known, A. W. Jerry or Jorg, Thos. celen, Alf. Kendall, S. J. Pitts, A. Chinaman, Miles Jacobs, Hugh P. Burke, Capt. Foote.

These make 19 out of 40 bodies are still missing.

An inquest was held at Juneau body of Dr. Duncan, and the following verdict rendered: "We, the jury, empaneled and in the matter of the inquest upon body of Dr. J. A. Duncan, deceased find that he came to his death on August 15th, 1901, by the wreck of the ship Islander, and by the evidence produced we find that we can blame one for the accident.

(Signed) J. J. Beattie, foreman; Olds, J. G. Davies, C. Goldstein, Osborne and R. P. Nelson."

Purser Bishop will probably come by the Danube.

Search for the bodies is still going on. The marshal at Juneau has endeavored to capture Indians carrying bodies of the wreck victims.

In the above dispatch no reference made to Louise McKay, the niece of Ross, who was reported lost in the reports.

(From Friday's Daily.)

**LLOYD'S SURVEY**

Representative Will Go North Hating to Make a Report.

On the next trip of the Hating, reached Vancouver to-day, two representatives, one of the G. F. R. Co. one of Lloyds, will go north to J.