The Islander Investigation

Taking of Evidence Begins Before Commission Sitting at Court House.

Chief Officer and Other Members of Ship's Company Tell Their Stories.

The investigation into the facts concerning the loss of the C. P. N. steamer Islander, which foundered in Stephen's Passage after striking an ice floe in the early morning of August 15, was commenced at the Court House this morning before the commission, Capt. Gaudin, agent of marine, and his assessors, Capt. J. G. Cox and Capt. J. A. Thomson, inspector of steam boilers. There was quite an array of legal talent present. E. P. Davis was there with Capt. Troup, manager of the C. P. N. Co., and Geo. McL. Brown, executive agent of the C. P. R. to watch the interests of the company. J. P. Walls was representing Mrs. (Capt.) Foote, Mr. Grimn of Tupper-Peters & Gilmour, represented others interested, and Judge O. G. Austin of Seattle and Mr. G. A. S. Potts represented 31 of the survivors. The lafyers were not allowed to cross-examine, but were allowed to ask what questions they desired through the commissioner.

PILOT LeBLANC.

The first witness was Capt. LeBlanc, pilot. He said that he relieved Capt. Foote on the bridge soon after leaving Skagway about 7:30 on August 14. He rang for slow, then half speed, and soon afterwards the captain, who had returned to the pilot house, telegraphed for full speed. A southeast wind was blowing. The captain and witness arranged their watches, and then the master went to supper. Between 8:30 and 9:30 witness was relieved by the second mate. He had supper and returned to the deck at 9 p. m. with Dr. Duncan. The second officer then told him that the captain had relieved him, and witness found Capt. Foote in the wheel house with several passengers. They went below soon afterwards, the captain with them. The captain asked witness what speed the vessel was making before going below, and witness replied that she was making fair speed, but he had made no comparisons. When the vessel had passed Sentinel Point, the captain went below, saying that he would return presently. The wind had died down. From then to 2.15 a. m. nothing occurred, and then the vessel struck what witness believes to have been a piece of ice. Nothing was visible and the chart showed nothing there. Fearing that the propellor might strike the object witness ordered the engines stopped. Ten minutes before the vessel struck witness had seen a piece of ice on the port side. He was alone on the bridge, the lookout being on duty in the foc'sle. He did not report the ice to the captain. It was not customary. He had seen ice as far north as Sentinel Point, and as far south as the Narrows. He was on the starboard side of the bridge when the vessel struck on the port side. He ran across the bridge, signalling when passing the telegraph for the engines to be stopped. In about three seconds he was looking over the port side, and saw no ice. Land was three-quarters of a mile away. The night was clear and on such occasions he had little difficulty in seeing ice. If the ice had been above the water he would have seen it.

After the steamer struck the watchman came up and reported that she was making water. The first mate came at the same time. Witness ordered the helm starboard and laid the course towards Douglas Island, intending to beach her. There was no time to send to Capt. Foote. When the captain came witness reported what he had done, and the captain took his bearing from Tantallon Point and shaped a course for Hilda Bay. The mate had reported how the vessel was settling and advised beaching her. The captain did not want to beach the vessel there because the shore was too high.

In answer to questions by Capt. Gaudin, witness said that no steps had been taken to save the lives of the passengers as far as he knew when the vessel's course was laid for Hilda Bay, as the captain did not believe that there was any danger, pointing out that the steamer had bulkheads and could not sink. Witness gave the order to clear away the boats and worked on the port boats, while the mate worked on the starboard. The men, he believed had been awaiting orders on the boat deck. Every boat was launched successfully. Passengers were jumping into the boats as they were being lowered. One of the boats was broken during the lowering of one boat on this account.

To Capt. Thomson witness said the Islander had no searchlight. There were two quartermasters on the vessel, and to Capt. Gaudin witness said that the boats left as soon as they touched the water. No response was given to his order to return for women and children by some of them. He heard no orders regarding the management of the boats from the bridge. They would have been useless. They all did what they could to get the passengers into the boats. Twelve minutes elapsed from the time they began to lower the boats until all were in the water. Witness told the steward to call the passengers, and he believed this was done. To Capt. Thomson, witness said it was about six minutes from when she struck until she refused to answer her helm. She swung in an opposite direction when the captain gave orders to beach her. The ship was sufficiently equipped with life-saving appliances. There were more than enough life preservers. Orders regarding distribution of passengers would have been futile at the time of the wreck, for they were rushing towards the boats. The life-preservers had been inspected, he believed, with the other equipment. The officers of the steamer were: Captain, two mates, four engineers, stewards, purser and himself. There was no truth in the reports circulated that witness or Capt. Foote were drunk either before or at the time of the accident. He had made five or six trips with Capt. Foote, and had not seen him under the influence of liquor.

CHIEF OFFICER'S STATEMENT.

C. D. Neurotsos, chief officer, said that there were nine able seamen in the crew of the Islander. He believed the ship was fully manned, twelve of the crew being on deck. Ten minutes before the ship cast off at Skagway he saw Capt. Foote talking to a lady, and on two other occasions he saw him. Capt. Foote was sober. He gave his orders clearly, and there was nothing in the captain's conduct to indicate that he was under the influence of liquor. The steamer was fully equipped with life-saving devices, and witness had never been on a vessel where the life preservers were more conveniently placed. When the vessel left Skagway witness saw that all was secure and the nightwatchman on deck, and returned at 9 p. m. Capt. LeBlanc was in charge. He was perfectly sober. Witness was aroused by the watchman who said: "Wake up, the ship's struck an iceberg, and is taking water forward." Witness went out and met the steward who asked for instructions. Witness told him to report to the captain and went below. He had felt no shock. He saw that the vessel was filling rapidly and going to the bridge reported that to Capt. Foote. He suggested that the steamer be beached, but Capt. Foote said the shore there was too precipitous and ordered the boats to be cleared away. Witness detailed some of the crew to clear away the boats, and assisted. The ship was settling rapidly forward. The boats were manned by passengers and crew. Capt. Harris, a passenger, gave excellent assistance in lowering them. The lifeboats would carry 35 passengers each. Nothing was done towards distributing the passengers in the boats. They got in before they were lowered. None were overcrowded. There were no boats left on the starboard side when witness lowered the starboard raft into the water. He went below, seeing no one in the saloon, but below the engineers were seen shaking hands and bidding each other bood-bye. He met the steward also. He fell from the rail soon afterwards into the water and saw the steamer sink. He grasped a door. He did not use the raft, but believed some people got on it. The rafts would each support about fifteen people.

In answer to a question by G. A. S. Potts, regarding the composition of the life belts, the court pointed out that this would come up in the examination of the inspector. To Mr. Davis, witness said the night was clear when he arrived on deck. He could see the shore line. There was no fog. In lowering the boats witness had been assisted by McDonald, A. B.; McDonald, fireman; McCann, A. B., and Taylor, A. B.

CHARLES WARD.

Chas. Ward, able seaman, said that he had been at sea from 20 to 25 years, and was watchman on the Islander. It was his duty to patrol the ship and see to the safety and order. He went on the foc'sle head about 10 p. m. on the night of the disaster. The sea was calm and the weather clear. He did not report anything that night. He saw ice on either side, but at a distance, probably half a mile. He saw no ice when the ship struck. He did not know what she struck, it might have been a log. There was little concussion. He went below and found the ship making water. Returning to the bridge he reported the state of affairs, and went to call Capt. Foote, but did not find him. He called the mate and went into the smoking room and asked some passengers to keep quiet. He assisted in lowering some of the boats. The officers directed this work, some on one side, and some on the other. By this time the ship was not under control. He left the ship on the first boat, the port after boat. There were 17 or 18 passengers in it. It was calm and clear, but a fog had come down before the boat reached shore. The boat remained astern of the steamer until she sank and then rowed around astern and landed the passengers. He saw some of the other boats move away from the steamer. There were four members of the crew in the boat, the remainder being passengers. He was on deck when the vessel left Skagway, and saw the captain and pilot, both of whom were sober as far as he could judge. Two of those in the boat in which he was were Chinamen.

Witness stated to Mr. Davis that the captain had given him orders to keep a sharp look-out between Five Fingers and Shelter Island, and never to leave his post during foggy weather.

CHIEF ENGINEER BROWNLEE.

Alex. L. Brownlee, chief engineer of the Islander, stated that the steamer left Skagway at 20 minutes past 7 p.m. At 16 or 17 minutes past two he felt a shock. He went to the engine room and found that the ship was making water through the watertight door. He ordered it closed. Met Capt. Foote and told him that the ship could not last long. The vessel had watertight compartments. They were in the same condition as when she was built, except that a door had been cut in one. He was not on watch, but had given orders to the second engineer, who had examined the engines and boilers with him, and found all intact. He could not see where the water was coming in. The engineers remained on duty until the last moment—until he called them out. He told the second and third engineers to remain in the engine room and went on deck and told the captain that it was no use signalling, as the propellors were out of water. The engines were useless five minutes after the ship struck. When he returned from the bridge the water was rising so rapidly that he called the men out. They could not get out by the forward cabin, as it was full of water. There was n one in the cabin then. He got a lifeboat and went aft on the saloon deck. The second and third engineers climbed to the upper deck and he followed. The third jumped from the stern and must have struck the propellor. The second jumped over the rail. He noticed Mr. Morgan beside him. There was only 15 feet of the upper deck out of water then. There were no boats or rafts in sight. He knew nothing of an explosion, but when under water felt a shock, probably the bursting of the upper works from the rush of air and water. There was no explosion of the boiler. He saw the captain just after the collision, and the captain was absolutely sober. He saw the pilot at dinner and the pilot was perfectly sober then.

To Capt. Thompson witness stated that he ordered the bulkhead door to be shut. It was a proper watertight door, operated from the main deck. The engines and boilers were in good condition and easily handled. It was 15 minutes from the time the steamer struck and the shock awakened him, until his watch stopped, when he went down in the water (the watch was produced, having not been started since).

To Capt. Gaudin—The ship was almost perpendicular when she went down. He hung to the rail until the steamer struck bottom, and his wrists were sore from the effects of the shock for several days. When he reached the surface Dr. Phillips caught hold of him and he reached a piece of wreckage and passed it under their arms. Oiler Burke grasped it and clung to it for an hour. It was thick and they could see nothing, but could hear. Ultimately the fog lifted and he saw what seemed to be a field of wreckage, and paddled towards it. Dr. Phillips was distracted and Burke could not move a limb. When they reached the wreckage witness climbed on to a piece ten feet square. He could not stand for a while, but when he had worked his legs, he hauled Dr. Phillips up and together they hauled up Burke, who was practically dead. Witness was not in a position to tell of what happened on deck. The watertight bulkhead between the engines and boiler was intact. No hole had recently been cut.

Second Engineer A. H. Allice said he was not on watch when the vessel struck, but being called, went below three minutes afterwards. He was asleep and heard no collision. The engines were stopped when he reached the engine room. The propellors were out of water about five minutes after he went down. There were six bulkheads in the steamer, one between the engines and the boiler, and no alterations had been made to it while he was on the steamer. He left the engine room when ordered by the chief and only had time to reach the top deck, when the steamer went down. He saw none other than those who went up with him on the deck. When he went to the engine room after being called, he went into the stoke room. There was only 3 or 4 inches of water in the bilge as ordinarily. There was a little water trickling into the engine room from the watertight door. Soon afterwards the water started to come in from the main deck above. The vessel had then tilted down by the head. She was practically submerged forward. He had a lifebelt on when he jumped from the deck. He secured a piece of wreckage when he reached the surface. The weather was not clear and he could not see far. He did not see any boats until he was picked up 2½ hours afterwards. The purser was in the stern of the boat, which had been ashore and returned. One or two others were picked up after him. All the engineers left the ship together—in fact, the ship left them. He heard no explosion, nothing but the noise of the wreckage of the woodwork by air and water.

In answer to questions handed in by Mr. G. A. S. Potts, witness said the coal bunkers were extended since he joined the steamer, in May. There was woodwork around their sides. In extending the bunkers the watertight door was placed in the bulkhead to pass coal through. An ordinary coal barrow could be passed through alone. The bunker had been extended forward. The bulkhead door was watertight and would not interfere with the safety of the vessel. The door, which was worked from the deck, was a properly constructed watertight door, and was strengthened when put in.

FOURTH ENGINEER'S STORY.

Fourth Engineer Jas. Denny said he was below when the accident occurred. He went off watch at 12 o'clock, opened the forward bunker door, washed, had a lunch and went to bed. He felt no shock, but shortly afterwards heard the bell ringing, and about five minutes after she struck, reached the engine room. He saw that the engines were working from the platform and then went forward, having been told to do so when wakened. He did not attend to the bunker door, as he could not say if it had been attended to. It was opened to get coal, and he did not close it. When he went forward he found that the water was just about up to the main deck. He went to his room, got his coat and went to the boat deck, where he assisted in lowering the forward port boat. Capt. Harris, Quartermaster Heintz and Fireman Hatch were assisting to lower the boat. He was the only one of the crew to get into the boat; the remainder were passengers. He took charge of the boat, but the passengers assumed charge, and cutting loose from the tackles, went away and refused to return, fearing that they would be swamped. There were 19 passengers in the boat. They would not go towards shore for fear of striking a rock in the darkness, but floated around helpless till daylight. It was 1½ hours before the boat landed. She made another trip to the scene of the wreck. On the first trip they saw no people floating, but heard them calling. They picked no one up, but pulled away from the vessel, although the people in the water could be heard calling all around. Witness tried to get the passengers to go back and try and pick up the unfortunate people, but they would not do anything to rescue those in the water, stating that they feared they would be swamped if they did.

THE PURSER.

H. F. Bishop, purser, stated that the articles had been lost with the steamer. There was a copy with Shipping Master Lewis. The passenger list was in the company's office. There were 109 passengers, all told, 103 with tickets, 3 round trip passengers, and 3 with passes. The crew numbered 63. He saw the captain on the bridge when the steamer was leaving, and he did not appear to be under the influence of liquor then or at any other time. The circumstances under which the steamer left Skagway were similar to other occasions. All the crew were doing their duty. He felt no shock, and was awakened by some passengers who came to ask him to get their gold from the safe. He gave out three parcels of gold, two to one man, and one to another, and a parcel of dry goods to United States Customs Officer Walker. The chief engineer said that he rattled the door, but witness did not hear. All the means in the power of the crew were used to save life. When witness left his room on the port side near the dining room, he asked the chief engineer if the bulkheads were going to hold her, and the chief replied that he thought so. Witness then ran up the saloon stairs and saw through the staterooms to see that all were out. He saw few passengers, but had not been called until most of the passengers were gone. When he reached the boat deck the last boat, the small wooden one on the port side, was being lowered. He assisted some passengers into it. There was no lack of life preservers. They were in all the rooms and in other places, more than was required. He heard of no difficulty in opening the doors. His opened easily. When he reached the boat deck the first boat, the large steel one, had gone off full of people, and the second was in the water and people were embarking. The third was being lowered. The after tackle went down faster than the forward and the boat took water over the stern. He had got into the boat and assisted to bale it out with hats until they found a bucket floating nearby and pulled off a little to get it. There were no passengers visible on the port side of the ship when they left the vessel. He heard the mate's and the second mate's voices on the starboard side, where they were lowering the boats. The captain and pilot were on the bridge. When the passengers pulled off from the ship, he suggested that they go back to get more passengers, but the passengers would not hear of it, and all said that there was enough in the boat. They pulled towards the supposed shore. As they got near the shore witness saw the steel boat, transferred passengers from the boat he was in and went back. They put fourteen passengers in the steel boat and went back with three of the crew and one passenger to look for survivors. Dr. Phillips was the first man picked up, then the pilot, chief engineer, a dead oiler, the second engineer, in all, 22 people. It took them three-quarters of an hour to reach the shore with the first lot of passengers. When they reached shore with those picked up they landed them and started out again. They found the bodies of Capt. Foote and a little child. Then they returned and found four boats on the beach and the third had gone to Douglas for assistance. Everything that could be done for the safety of the passengers in the short time was done. None of the crew refused to go out in the boat to pick up passengers. There were more volunteers than were needed.

QUARTERMASTER FERRY.

Capt. George R. Ferry, quartermaster, said he relieved the helm at midnight. Pilot LeBlanc was in charge. The wheel house was below the pilot house, and he could see all around. He saw the lookout stationed forward. He was at the wheel when the accident occurred. He was ordered to starboard after the accident, till Capt. Foote, who came on the bridge ordered west by north. The engines were moving and she answered her helm, when he went to starboard. He did not know if the engines were working when he got the order "west by north." She would not "answer her helm, which went right back to starboard. The vessel was making water forward and settling quickly by the head. The weather was clear. Land could be seen on both sides. He guessed it was about eight minutes after the vessel struck before she became unmanageable. When she did not answer her helm, he told Capt. Foote, and said "we better get out." He went out to the upper deck, where they had lowered the boats, which were all away from the ship, and assisted in putting the raft over. Then he went to the pilot house to get a life belt. He saw a number of people take advantage of the raft. When he went back from the pilot house the rush of water lifted him overboard. He was picked up by a boat in which was the chief officer. There were about 18 people in the boat, which had been ashore. The captain went to the pilot house as he did, but witness did not see him afterwards until the captain spoke to him in the water. The captain told him he was going to a door and swam towards it. Witness did not see him again. The Islander was a prompt vessel to answer her helm. It was clear at the time of the accident, and witness saw no ice. A fog came up soon afterwards.

The inquiry then adjourned until this morning.

A Large Crowd.—The gate-keepers at the Caledonia grounds during the Labor Day sports, report that there were eleven thousand people present at the grounds, which speaks well for the observance of Labor's great day in this city.

Liners From The Orient

Tosa Maru and Tacoma Arrive in Port—Former Has Valuable Cargo.

Hating Brings More Bodies of Victims of the Islander Wreck.

Two liners arrived last night from the Orient, the Tosa Maru, 13 days and a half from Yokohama, and the Tacoma, 15 days from Yokohama. The big Tosa Maru had one of the richest cargoes yet brought across the Pacific. There was about 3,500 tons in all, and of this 3,500 sacks of concentrates—practically gold bullion—is from the mines of Leigh J. Hunt of Seattle in Gensan, Korea, were consigned to Seattle. The cargo also included a large amount of silk, team curios, porcelain and general Chinese and Japanese goods. The Tacoma also had a large cargo, made up of tea, silk, and everything that goes to make up a cargo from the Orient with consignments ranging from jute to joss sticks.

The trip of the Tosa was a fine one. There was no rough weather, although for several days fog was encountered. The Tacoma after leaving Yokohama on the 18th August, had moderate S. E. strong S. W. winds till 1.57 meridian, when ship entered a fog belt with N. N. W. to S. S. W. moderate winds lasting till 180 degree meridian. There after experienced light rains with moderate W. S. W. to N. N. W. winds occasionally, hauling to S. S. E. the weather being cloudy all the time. Nearing Vancouver Island a dense fog set in lasting all the way to port. August 29, in latitude 50 degrees N., longitude 150 degress 46 N. passed an unknown bark east-bound.

The passengers on the Tacoma were as follows: First Cabin—Miss J. Mair and maid Miss E. Markham from Yokohama to London, Eng.; Mrs. Alwen, wife of the steamer captain from Hong Kong to Tacoma; Mr. A. G. Safford and Mrs. Safford, Yokohama to Salt Lake.

Intermediate—Mr. S. A. Male, Mr. C. Brice, from Hongkong to Tacoma.

Second Cabin—Chinese and 31 steerage Chinese from Hong Kong for U. S. A., and 22 Chinese from Hong Kong for Victoria.

The cabin passengers of the Tosa Maru were as follows: Sergeant-Major Shrapnell, for London; Major Frank Taylor, for Seattle; Mr. E. B. R. Prangnall, for Vancouver; Mrs. J. W. Weaver, for Seattle; Mrs. M. Toussaint, for New York and Mr. and Mrs. Crawford, for Seattle, four intermediate Japanese for United States points, 3 Chinese for Victoria and 41 for United States points.

MORE ISLANDER VICTIMS.

Remains of Four of Those lost in the Wreck Brought by the Hating.

Following close behind the Danube, news of whose arrival was given in the Colonist of Monday, the Hating arrived on Monday morning. She brought down four more bodies of victims of the Islander disaster. The bodies were those of Patrick Burke, oiler, whose remains, which had been carried to the grave followed by the Roman Catholic congregation at Juneau, had been disinterred for burial in Victoria; of A. Kendall, late night watchman of the Islander; Ah Yet, a Chinese cook; and Miss Kate Barnes or Mrs. Larkin, of Seattle. All had been exhumed from where they had been buried at Juneau. The body of J. Dahl, a Seattle man, was being embalmed at Juneau when the steamer left.

The trip of the Hating was uninteresting apart from the satisfaction given her passengers, when she ran away from the Cottage City and the Humboldt, the latter of which left Skagway eight hours ahead of the Hating, and was left far astern before Wrangel Narrows was reached. The Cottage City left several hours ahead of the Hating, and when the latter pulled up alongside the former put up a plucky fight, but was not in the race at any stage of the game, and soon faded out of sight far astern.

Among the passengers was Mr. Dan Carmody of this city, who brought out $22,496 in gold, which as recorded in another column was left at the assay office. Other passengers were Capt. Collister, inspector of boilers, who went north to make an examination of the lost Islander for Lloyds; A. L. Belyea, barrister, who has been to Atlin; G. E. Pulkam, Arthur Heathorn and family, and a number of others.

The steamer sails for the north again at 8 a. m. today with a good-sized passenger list and an average freight.

MODERN METHODS.

Too Much Fog to Signal, But the Captain Telegraphed With His Whistle.

When the Nippon-Yusen-Kaisha liner Tosa Maru passed Carmanah Point yesterday afternoon, Capt. Parsons found it impossible to signal owing to the thick fog prevailing, but he bethought him of an idea. He started blowing his whistle when well in towards the lighthouse, and when Lighthouse Keeper Daykin blew the fog horn, the captain started to telegraph his name and request to be reported using the Morse code. The lighthouse keeper replied in the same manner.

Two barks were passed by the Tosa when nearing the Straits, one on Sunday, and one yesterday morning, which had its main topmast gone.

THE SAILING SHIPS.

Republic Arrives From Honolulu—Servia Reaches Vancouver.

Bark Republic arrived yesterday morning from Honolulu after a smart passage. She will load lumber at Chemainus for Australia. The Antofagasta, which has a cargo of lumber on board from Chemainus for the port after which she is named, will probably sail today, when she will complete her crew. The bark Servia, which is to load lumber at Hastings for Melbourne, has arrived at Vancouver.

No word has yet been received of the expected loaded ship Red Rock. The Alex. Black, another loaded ship, which is 132 days out today, will probably arrive soon after, if she does not get in before the Red Rock.

MARINE NOTES.

The Kinshiu Maru, which went ashore near Quelfart a month ago is making one trip between Bombay and Japan after completing which she will come to this port. She is in command of Captain Pyne. Capt. Horton, her former commander, being ashore for the inquiry into the accident to the Kinshiu Maru.

The ship Kate F. Troop, looking spick and span, is ready for loading. She has been lying alongside Bullen's wharf and her topsides have been caulked. She will load at Port Blakely. Capt. Lynch has been superintending the work. He has had charge of the work of repairs on five vessels of the same line repaired at Esquimalt. Capt. Lynch expects to leave for home about the end of the week.

ORPHANS HOME.

Fifty More Iron Bedsteads Required for the Building.

The Ladies' Committee of the Protestant Orphans' Home, met yesterday afternoon. Among other business it was decided that the usual excursion would not be held this year.

The question was discussed of purchasing new iron bedsteads to replace the present wooden ones, and if the necessary funds are available, the order will be given next month. The cost of each bedstead will be $6.50, and as 50 are required in the home, the sum of $325 is wanted.

Applications were received from people for girls for service, but at present patron reports that there are not the m can be spared from the home. any wh nks of the committee were The th president of the Trades and Labor counc for his kindness in making arrangeme nts for the orphans to take part in th e procession on Labor Day, and for pr viding them with an excellent luncheon, and seats on the grand stand at the Caledonia grounds. The following donation s were acknowledged with thanks. Mr. H. D. Helmcken, boots, clothing, fruit; Miss Lawson, milk; Mrs. Biddis (Salt Spring Island) 40 lbs. raspberry jam; Mrs. J. H. Turner, clothing, bork boxes, groc ries; Mrs. H. Stevens and Miss Carr, a d Miss Smith, 30 lbs. raspberry jam; M s. Andrews, vegetables; Mrs. Lang, clo ning; Mrs. Lane, clothing; Mrs. Munsie, cl thing; Mrs. Loat, hats, Mrs. Landsbe g, Mrs. C. H. Todd, clothing; S. Robins, Esq., 2 tons nut coal; Mr. A. Tate, milk daily; Colonist and Times daily papers. Mrs. Going, clothing.

TO KILL ALL TAKEN PRISONER

Boer Leaders Threaten to Shoot Soldiers Caught After September. 15

Capetown, Sept. 3.—It is reported that Commandant Niburg has issued an order directing that all armed colonials captured after Semtember 15 are to be shot. Capt. Wellis with a patrol of 25 men was taken in ambush near Mieringspoort. He and two men escaped, three others were killed and four wounded, and the rest, who surrendered and took the oath of neutrality, were released.

London, Sept. 3.—Dewet has issued a proclamation, says a despatch to the Daily Mail from Capetown, that he will shoot all British troops found in Orange River Colony after September 5.

COAL SHIPMENTS.

Exports From Vancouver Island Mines For August.

Following are the foreign coal shipments for the month ending 31st August, 1901:

NEW VANCOUVER COAL CO. SHIPPING

Date.	Vessel.	Destination.	Tons
1—S.S.	New England, Alaska	.....	35
1—S.S.	Titania, San Francisco	.....	5799
5—S.S.	San Mateo, San Francisco	..	4412
7—S.S.	New England, Alaska	.....	36
7—S.S.	Mineola, Port Los Angeles	..	3435
10—S.S.	Neko, Tacoma, Wash	.....	1096
17—S.S.	New England, Alaska	.....	30
18—S.S.	Buckingham, San Francisco	..	3005
18—S.S.	Titania, San Francisco	.....	5791
18—S.S.	Strathgyle, Moji, Japan	....	979
21—S.S.	Mineola, Port Los Angeles	..	3370
24—S.S.	England, Alaska	.....	35
26—S.S.	San Mateo, Port Los Angeles		4245
30—S.S.	Milton, San Francisco	.....	4740
30—S.S.	New England, Alaska	.....	43
	Total	.....	37,051

UNION COLLIERY SHIPPING.

Date.	Vessel.	Destination.	Tons
9—S.S.	Thyra, Taku	.....	425
9—S.S.	Hope, Seattle	.....	11
9—S.S.	Mystery, Seattle	.....	19
9—S.S.	Joan, Ketchikan	.....	204
25—Sp.	Glory of the Seas, S. F.	....	200
	Total	.....	2959

In addition the ship Glory of the Seas took 1500 tons of coke.

LADYSMITH SHIPMENTS.

Date.	Vessel.	Destination.	Tons
2—S.S.	Alki, Ketchikan	.....	246
6—S.S.	City of Topeka, Ketchikan	..	121
6—S.S.	Farallon, Port Townsend	....	213
6—S.S.	Wellington, San Francisco	..	2544
14—S.S.	Alki, Port Townsend	.....	406
14—S.S.	Adata, Taku	.....	507
24—Sp.	J. C. Potter, Kahuli	.....	1888
24—S.S.	Tellus, San Francisco	.....	3700
24—S.S.	Kvarlvn, Juneau	.....	3414
29—S.S.	Chico, Juneau	.....	619
29—S.S.	Nome City, Juneau	.....	405
30—S.S.	Horda, San Francisco	.....	4356
	Total	.....	18,429

JUDGE IMPEACHED.

One of the Hawaiian Bench Charged With Serious Offence.

Washington, Sept. 3.—Abraham S. Humphries, judge of the Circuit court of the first judicial circuit, territory of Hawaii, who is under charges by members of the Bar Association of the Hawaiian Islands, who ask for his removal, and of F. W. Yankee, who represents the Bar Association in the controversy, held a conference with Attorney-General Knox today, lasting several hours. The substance of the charges is that Judge Humphries controls and is actively concerned in the publication of a partisan newspaper, while exercising powers and performing the duties of a judge, that he takes an active part in bitter political controversies, that he uses his powers as judge to promote his own personal and political ends, that he is harsh, tyrannical and vindictive towards members of the bar and others, and that he has held in disregard the obligations devolving upon him as judge, and has brought the same into public disrepute and under suspicion.

In his reply, Judge Humphries says that he owns a controlling interest in the Honolulu Republican, but upon receipt of his commission as judge, he severed all connection with the editorial policy of its utterances; he took a deep interest in politics, but denies that he has been active or has taken any part in politics unworthy of his position upon the bench. He also denies that he has made any improper use of the powers vested in him as judge, or that he has been harsh of tyrannical in his treatment of attorneys practising before him, or that he held in disregard the obligations devolving upon him as judge.

GAUDAUR AND TOWNS.

Race for World's Championship to Be Rowed Today.

Winnipeg, Sept. 3.—(Special)—The sporting event of tomorrow in Canada is the three-mile race for the sculling championship of the world between Jake Gaudaur, the champion, and George Towns, the Australian, on the Rat Portage course, Lake of the Woods. Both men are in splendid condition, but Gaudaur's age is against him, and Towns will probably be the favorite when the men go to the starting line. The articles of agreement provide that the race must be pulled off between 4 and 7 p.m. It will probably be 6 o'clock before the race is started.

NOVA SCOTIA ELECTIONS.

Halifax, Sept. 3.—(Special)—The parliament of Nova Scotia was dissolved this afternoon and Premier Murray appeals to the country. A special Gazette was issued containing the Lieutenant-Governor's proclamation, and the election writs were also issued. Nomination day will be on September 25, and polling will take place on October 2. The campaign will be a very hot one, owing to the desire of the government to have the election over before the visit of the Duke of Cornwall and York.

ASK MORAL SUPPORT.

San Francisco Strikers do not Advise Miners to Stop Work.

Nanaimo, B. C., Sept. 3.—(Special.)—San Francisco strikers are said to have informed the Nanaimo union that they do not advise the latter taking steps towards stopping work at the collieries, but rather advise help by contributions and moral support against the Employers' Association.

Manager Lewald of the Monitor mine, Alberni, fell yesterday while surveying, and broke his leg in two places.

Paul Newpauer, of Extension, was committed for trial today upon the charge of maliciously shooting Louis Gutaski and breaking the latter's leg.

STRIKE AT NORTHPORT.

Forty-Five Men Walk Out at Le Roi Smelter.

Northport, Wash., Sept. 3.—Forty-five of the 65 Missourians brought here yesterday to take the places of strikers at the Le Roi smelter, walked out today, asserting that conditions had been misrepresented to them.

METHODIST CONFERENCE.

Ecumenical Council Meets in London—Messages From Church of England.

London, Sept. 4.—The Ecumenical Methodist conference opened in Wesley's chapel this morning with a good attendance. The session was begun with devotional exercises, in the course of which King Edward and President McKinley were prayed for. Bishop Joseph Hartzell, missionary bishop of the Methodist Episcopal church in Africa, made the opening prayer and Bishop Galloway, of Jackson, Miss., preached an eloquent sermon.

The Archbishop of Canterbury, the Most Rev. Frederick Temple, D. D., and the Bishop of London, the Right Rev. A. F. W. Ingram, D. D., sent friendly messages, the Archbishop of Canterbury praying God's blessing on the deliberations. The Bishop of London sent a similar message, but adding the hope that some day the Methodists might be re-united with the Episcopalians.

PRINCE CHUN.

Waits on Emperor William and Reads a Letter.

Potsdam, Sept. 4.—Prince Chun visited the mausoleum at Friedenskirch today and placed wreaths on the tombs of the Emperor and the Empress Frederick.

Emperor William received Prince Chun at noon in the presence of the Royal Princes, Baron von Ritchtoff, the foreign secretary, the principal ministers, generals and court dignitaries. Prince Chun read a letter written in yellow ink to the Emperor.

After the audience Prince Chun inspected the guard of honor and returned to the Orange railway, where the Emperor will visit him this afternoon.

WEEKLY WEATHER REPORT.

Victoria Meteorological Office, 28th August to 3rd September, 1901.

At the beginning of the week high atmospheric pressure, accompanied with fine warm weather, prevailed generally over British Columbia. On the 29th a moderate depression developed over Cassiar and Cariboo, which maintained its position for several days a high barometer area at the time lying off the Washington coast. These conditions caused a continuance of fair weather in this vicinity. On the evening of the 31st the Cariboo depression had increased in depth and energy, cloudy weather set in along the straits and rain fell at Westminster and on the Fraser delta and at Barkerville. On the 2nd clearing weather appeared, and the pressure increased over the whole province, forcing the Cariboo depression across the Rockies. Light rain fell at Kamloops. To the close of the week these conditions have continued and fair weather has prevailed. The temperatures have been somewhat lower in this vicinity, ranging from 49 to 70; moderately high on the lower Mainland, ranging at Westminster from 46 to 76; very hot in the valley of the Thompson, ranging at Kamloops from 52 to 92; and high at Barkerville, ranging from 32 frost to 80. ¼

Bushfire smoke has been very general on Vancouver Island and on parts of the Mainland.

East of the Rockies the weather has been rather unsettled at times, owing to the passage of low barometer areas. Thunderstorms and showers have been frequent at Winnipeg. On the 28th the rain fall was very heavy, nearly an inch falling in 12 hours. A very heavy hailstorm also occurred at the same time. Temperatures have been seasonable and no frost has been reported.

At Victoria 57 hours and 12 minutes of bright sunshine were recorded. No rain fell. The highest temperature, 70.2, was on the 30th, and the lowest, 49.2, on the 30th.

At New Westminster the rainfall was .06 inch, the highest temperature, 76, was on the 29th and 30th, and the lowest, 46 on the 2nd and 3rd.

At Kamloops the rainfall was .06 inch, highest temperature 92, on the 29th and 30th, and the lowest, 52, on several days.

At Barkerville the rainfall was .52 inch, highest temperature, 80, on the 30th, and the lowest 32, on the 2nd.

GOING TO CHINA.

H. M. Topedo Boat Destroyers Virago and Sparrowhawk Preparing to Leave.

The torpedo destroyers Virago and Sparrowhawk have received orders to proceed to China and are being made ready at Esquimalt. The boilers of the Sparrowhawk are being repaired, and the staff of the shops of the navy yard are working overtime to hurry the work. Either the cruiser Amphion or Phaeton will be detailed to convoy the torpedo boat destroyers to the Orient for the little four-funnelled boats cannot carry sufficient coal to make the trip.

The despatch of these two vessels to the Orient will tend to seriously weaken the fleet in the North Pacific, for the destroyers are an important part of the squadron.

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CURES SICK HEADACHE

Mining In The Omineca

Mr. Otterson Reports Hydraulic Operations in the District Are Thriving.

On Manson Creek Encouraging Results Are Looked For This Season.

G. W. Otterson, who has reached here after having spent his third season in the Omineca district, where he has been engaged in mining, reports that all the hydraulic mining companies, numbering four, which are located on Manson, Slate and Germansen creeks, are operating, as well as the usual number of placer mines, and both companies and individual miners seem to be thriving, and the district is looking up and bids fair to come prominently before the public as a gold producer.

The great drawback to the country is its inaccessibility owing to the bad condition of the trail between Manson and Hazelton. If the government would spend ten or fifteen thousand dollars in constructing a good and permanent trail, which eventually could be converted into a wagon road, Mr. Otterson feels confident that mining would be greatly stimulated, would considerably increase the returns to the provincial treasury from the district and the annual outlay for maintenance of the trail by reason of its being properly located and built, would be far less than it is now.

But few people living in the province have the slightest conception of the vastness of northeastern British Columbia or of its vast potentialities in mineral. This section is far larger than many of the famous empires of old, but it lies there today almost a trackless wilderness. But little exploring has ever been done through this vast domain, but enough has been accomplished to demonstrate that auriferous streams abound which will yield abundant harvest of gold, when cheap and facile means of ingress is provided from the coast. One link in the chain of highways, the Kitamaat railway, which has fair prospects of soon being constructed, will be a great boon, and he thinks the interest this work will excite in the public mind will cause to be investigated the resources of the northern interior, and probably be the means of having other roads pushed further towards the Rockies. The country is not at all a difficult one in which to build either wagon roads or railways; and the snowfall is not deep enough to stop traffic on the railways.

A great boon this year to the traveling public has been the new steamer Hazelton, which Mr. James Cunningham built this spring in Victoria for the Skeena river and interior trade. The Hazelton is very comfortable and very speedy, and particularly adapted to the swift stream she was constructed to ply upon.

Reverting to mining matters, Mr. Otterson says a Victoria company, the Arctic Slope, is very busy, and are reported to have already made one very good clean up this season, and would soon make another. Lack of supplies, owing to delay to packers from Hazelton on account of snow remaining so long this spring on the trail, has seriously hampered the operations of the Arctic Slope, as well as the other hydraulic mining companies, every one of them being handicapped for want of sufficient food to employ the required number of men.

Mr. Otterson has been interested for the past two seasons with Mr. E. G Tilton, of this city in operating on Manson creek, where they acquired from the government six hydraulic leases containing 480 acres of gold-bearing ground, and having a frontage of nearly two miles along the creek, with a depth of half a mile.