## The Weekly British Calonist.

Tuesday, May 8, 1866.

BIG BEND. Our news from Big Bend is up to the 26th ult., making the journey at even this early season of the year, and before the steamer has commenced to run on the lakes, but nine days to Victoria. In another month the distance will be traversed in little more than half the time. This is exceedingly gratifying, especially when we are assured the steamer Marten will commence to run on the Shuswap on the 15th instant-but a week from to-morrow. The Columbia steamer Forty-Nine has already made her first trip, and an arduous one it was, occupying ten days from Colville to Death Rapids. The ice in many parts of the river was so thick that the steamer became jammed on several occasions for nearly a whole day. When she got extricated her progress was exceedingly slow and Yankee ingenuity was taxed to the utmost to bring her up to Death Rapids. The trip was, besides, merely a trial one-the steamer carrying no freight and therefore drawing but very little water. Every facility was consequently afforded her, and the tediousness and difficulties of the journey only show how much inferior is even the steamboat part of the American line of travel to our own. It is now quite evident that the British Columbian route, to say nothing of its cheapness and its shortness, is a month ahead of its southern rival. The fact will be but little use to us this year, but when the reputation of the mines shall have been fully established it will bear its fruit. In the meantime we can only hope, with our New Westminster contemporary, that the Forty-Nine may prove a success. We shall be indebted to it largely the present year for the transportation of miners from the adjoining American territories to the diggings at Big Bend; and as things stand at present it would seem that the great bulk of our mining population will have to come that way. Our Labouchere misfortune, and the raising of the passage money on the steamers plying between this and California, have thrown for a time a damper on our prospects of having a large travel via Victoria and the Fraserhave in fact injured the growing reputation of the British Columbia mines. As the season rolls on, however, we shall witness, from the very nature of things, a reaction set in against the overdone rush to Montana, and the news from Big Bend, if it only corroborates a fraction of what has been said about the country, will fasten on the duped Blackfoot miner and lead him to the British Possessions. We have no hesitation in predicting that before July shall have expired thousands will be rushing from overcrowded Montana to any place for the time being that will offer a prospect of success. Without the Forty-Nine, however, they would have small chance of reaching Big Bend, and while British Columbia would be lost to them their enterprise.

In the prospect of success. Without the Forty
And returned to the snip to try and save all I could especially the mail; I went down in the engine work the pumps separately; I could especially the mail; I went down in the cabin the water being then over my attribute the loss of the vessel to the attraction of the iron disturbing the compass to the compass and consing it to point in a different direction. and industry would be lost us. Colville, from the hurricane deck; the ship's compass was don post office seal on it; one bag which had tion to what it should point; by the iron I starts, is but little farther from the Montana mines than from Portland. From Idaho the distance is even less. It will, therefore, be about 40 feet from the compass; when the bags in the boat and brought them away; seen how much we may be indebted, before the season expires, to the little steamer which has just threaded its way through the ice, and pushed up the dangerous riffles of the Upper Columbia river. It may be regretted that the first trip was made use of by the American garrison at Colville to desert their posts for the mines; but the circumstance shows how intense must have been the feels ing of confidence around Colville in the new diggings, when a number of soldiers were induced to run away with their country's weapons in their hands to try their fortune in the mines. Among the many gratifying got ashore, there were eight compasses for Messrs. Wells, Fargo had an express on assurances in the news from Big Bend is the fact that no dread of a scarcity of provisions is felt. It is rather amusing, however, to hear that some parties at Seymour are annoyed at the circumstance, and that the press is very much censured for encouraging men to take up their own provisions. A few minutes' consideration will convince any reasonable being of the fact that had those parties who have gone up taken no supplies with them the demand at Seymonr would have been so great as to have raised the price of articles from 40 to 60 per cent. higher than they are at present. Had the numbers arrived from California which were calculated upon there would by this time, unless the miners had taken up their own provisions, have been nothing less than a famine. As it is, a large number of the men who left Victoria packed their supplies with them-some may have found that when they got to Seymour prices were ruling at a local attraction, and found that all three that there was no room for them in the cablower figure than it had cost them to bring up their own provisions, but this as we have said was incidental to the fact that by the miners becoming their own packers the demand was decreased, and the storekeepers obliged therefore to sell at a low figure. The circumstance is rather a subject for congratulation than for regret; for whoever, if any, may be the loser, cheapness is just now the great essential at the mines.

WHERE is paper money first mentioned in the Bible? When the dove brought the green-back to Noah,

COURT OF ENQUIRY.

[Before Chief Justice Needham, assisted by Captain Price, and Sailing-master Townsend, H. M. S. Sccut.]

FIRST DAY. FRIDAY, May 4th, 1866.

half of the insurers.

having been read

examined by the Chief Justice.

under a commission from His Excellency the Governor. I have no Trinity house certificate. I have not passed an examination

Witness produced written instructions. Witness-I had 93 passengers, 23 cabin, 47 iron work in the pilot house, especially the mever charged any nor received any gratuity; wheel chains which were about two cwt we carry their letters understanding that if each; I made an allowance of half a point we do so they will give us the benefit of any for the deviation when I discovered it; I began to lay my course at about 7, after aware that there was a Navy mail on board, passing the Golden Gate and clear of the although it is probable that there was one, sands; the deviation would place the vessel's as the Southern steamer had arrived at San head in shore, and the tendency would be to place the vessel on Point Reyes, where I would be in the lazarette, which it was infinally ran ashore; after the vessel had tended should be locked; I had no way bill struck I compared the three compasss with whatever describing the mails; the reason another in the main saloon in after part of why the newspaper bags were placed in the the ship, not so likely to be affected by lazarette was because they were so numerous were in error; I placed this 4th compass on in; I asked the Consul to keep the last letter the table in order to see if it would agree mail separate from the accumulated mails, with the other compasses, there was a point but they all came down at the last moment and a half difference between this compass and in the hurry of departure they were all and the two steering compasses; the deviation being in the same direction. My
letter bags; the letter bags might have been following certificate. course, when I laid out my course, was south placed in my drawers where I placed the west by south by compass. That is not the largest of Wells, Fargo's packages; they usual course for a heavy ship drawing more could not go into my safe; I only had a water than we did; mine was not a heavy small package belonging to Wells, Fargo & ship, she was drawing 11 feet 2 in. even Co. in my safe which was said to be valuakeel. I call a vessel drawing 16 feet a ble; we had a room made especially for the heavy ship; she would I imagine steer two mails but the paint was not then dry; these

Loss of the Labouchere, her off shore on account of thick weather. while trying to save property; it was so close one below deck in the cabin was made It was blowing hard from south-west and very thick. I did not see the buoy on the 4 fathom bank; I intended to pass it inshore; I steered south-west by south for an hour; at about 8 30 I altered my course to west south west by compass. She was going about 7 knots an hour, (Lt. Townsend here marked out the courses indicated, for the guidance of the Court) I steered this course for half an hour, going 8 knots; we then steered west nothing north from 9 till Yesterday at 10 a.m. a Court of Enquiry 10 20 going at full speed 8 knots. She then in doubt about it and could only say that under a Commission signed by His Excel- struck on a rock, I believe on the east point they were missing; the crew were all saved; lency the Governor, was opened in the Suno allowance for the strong wind in laying preme Court by His Honor Chief Justice the ship's course; there was a strong wind in laying the ship's course; there was a strong wind in laying before; very little passengers' luggage was saved, what was saved was by the ship's company by the last boat: Marshall was a Townsend, of H.M.S. Scout, to enquire into there was not a strong sea on; when we the loss of the Hudson Bay Company's struck it was very thick; she struck with colored man, he was coming to Victoria. I steamer Labouchere, her cargo and Her steamer Labouchere, her cargo and Her the engine bell to stop her, and the engine and crew were in danger of their lives when Majesty's mails off Point Reyes, 28 miles was stopped; I saw at that time a large north of San Francisco, on the night of the rock on the port bow-breakers ahead well 14th of April, while on a voyage from that on the starboard bow. She struck 3 times, port to Victoria, V. I., under a subsidized and third on the starboard side; after she mail contract with the colonial Government. struck the first time, I rung the bell to back The enquiry excited considerable interest, her, she backed off very easily, and when the Court House being crowded throughout she was backing the first time I saw the land on the starboard beam, very high and very the fishing boat; the agents telegraphed Roderick Finlayson, Esq., Lloyd's agent, ashore; we went ahead twice and backed close to, so close that I was afraid of backing was present to watch the proceedings on ben twice; by that time her head was round to the southward; after standing off for a short time I suppose about ten minutes, I The commission from His Excellency steered south-west, going full speed. The engine pumps and hand pumps, two single to me; the Acting Consul asked me the questions and the clerk wrote my replies Capt. William H. Mouat was sworn and and one double, all going as soon as we could get them fixed; the engineer repor-I am a master mariner and chief trader in My object in steering south-west was to ted to me that the ship was making water. the Hudson Bay Co. I was postal agent keep the ship in the same position until daylight, and I made short stretches of about half an hour north-east and south-west. at Trinity House. I was brought up to the fore peak, cutting away the skin and cau-Three carpenters were at work down in the sea and served three years as an apprentice, king pieces, of blanket oakum etc., between and since then as an officer. I was made a the timbers, for the purpose of keeping the don't know the man's name; the weather all bent and set with the strong breeze then master in 1850. I left this port for San water out; the engine and pumps gained on being so thick and the compasses having Francisco on the 3rd March, and arrived the water until about 1 a.m. on sunday mor- misled me I did not know whether I had there on the 8th, and commenced alterations ning, when the engine pump sucked, we struck on the N. W. Farallones or on Los to the value of about \$24,000. I was ready then ceased pumping with the hand pumps. Reyes, and could not tell how tosteer. It was for sea on the 14th of March. I had about as the engine pump could keep the water of the ship; the Farralone Light was not out. We went about half speed until about ect there being any ironware amongst the half past 3, in order to lessen the pressure visible, and although the high land when cargo; I had one bag said to be letters and on the bows; the weather was very thick all we struck was only about 180 yards off I the man at the wheel had the captain given about 50 or 60 bags of newspapers, for which I gave a receipt; I had instructions from Mr. Young, Colonial Secretary, that I was to get the mail sorted before I arrived here.

His Honor—Have you the instructions?

On the bows; the weather was very thick all the time; the leak suddenly increased at 3:30 and we went ahead at full speed; we were heading N. E. at that time, all the pumps at work, and ran for 15 minutes;

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On the bows; the weather was very thick all the time; the leak suddenly increased at 3:40 and we went ahead at full speed; we were heading N. E. at that time, all the pumps at work, and ran for 15 minutes; during that quarter of an hour we were get sant in the locality might have found his Witness produced written instructions.

His Honor--These instructions are most ting a sail over the bow, we stopped her so as to get it under her bottom, we had six I did not think the ship was in such danger men using buckets in the fore hold besides as she afterwards proved to be as the engines the pumps; about 4 o'clock we saw Point made the pumps suck? I told the engineer steerage, 13 seamen for the Princess Royal; Reyes, distant about 6 or 7 miles; the that we would wait till morning and see my own crew numbered 33, (witness agreed weather was then clearing up and it was what damage was done, and perhaps we to furnish names of passengers and crew to the court) I was master, Mr Chambers chief speed, pumps going, but the ship going very said this more to ease the minds of the passengers. officer, engineer Mr Elliott, 2nd do Mr slow; at about quarter past 6 the water had scngers, but I did not then believe we were Stephens, 3rd do Mr Ross, 2nd officer Mr risen so as to put the engine fires out; after in such danger; I took soundings with a Smith. We started at about 6 p. m. on the 14th March; The vessel before leaving and stopped; we left off rumping lowered the not with a deep sea line, it never entered after repairs, was not swung to adjust her boats down, put the passengers into them, compasses; I don't think it is usual to do and they landed at the nearest land, Point for a port; had I used a deep sea line I so in the merchant service with a wood built Reyes; this was about 6:30 a.m.; the boats might have been abel to know that I was not vessel; In the navy I believe it is invariably (8 in number) carried away all except about off the Farralones. San Francisco harbor is the rule to swing the ships, whether wood or iron; I have never swung a ship to adjust 5 were freight; we fired guns; at about 7 compasses before going to sea; I think as a measure of precaution it would be better all the rest off the wreck myself included. to do so. I had 2 bower, 1 stream, 2 kedge On our passage ashore we met one of the after getting off the rocks to cause the engine and 3 boat anchors on board; two bower ship's boats coming off; I got into the boat pumps to work faster; the paddles cannot, as chains of 100 fathoms each; from 30 to 45 and returned to the ship to try and save all I I understand, be disconnected so as to let been shifted from dead aft to the fore part of as I could get at; found one with the Lon- and causing it to point in a different direcshifted with the shifting of the steering ap- been opened by me at San Francisco marked mean the iron that was put in in consequence paratus to the pilot house in front of the "Supplementary mail" and some bags of of the alterations made; had the ship been steering wheel; the anchors and chains on newspapers; the rest were down in the swung to adjust the compasses I should cerdeck were in the usual place, in the bows water in the lazarette; I put the two first compass was dead aft, the distance would the wind was then getting up from the west be 160 feet; I should not think that the ward and a sea rising and it would not do to shifting of the compass would alter the de- load our boat too heavily; we then went viation, the distance from the anchors and ashore another boat being with us in charge chains being so great, and there being other of the chief mate; she had landed her pasiron work used for securing the pilot house sengers and returned I presume to render nearer; that, with the quantity of iron nails assistance; I told them not to risk both in the pilot house and the wheel chains, all boats against the wreck, so this boat did not of which had been placed there in conse- go alongside; I saw the ship sink at 8 minquence of the alterations, might cause a utes past 8 a.m. about 8 minutes after I left deviation; I don't think the caboose would her. The ship had been settling from day affect the compass, it was too far aft; it never light; she sank in what was said to be 30 occured to me, after these alterations that fathoms water about 4 or 5 miles from shore. | the log slate, had it been saved, would show might affect the compass, to swing the ves- We landed at the south part of Point Reyes. sel; I do not know that she ever was swung; After seeing the boats hauled up on the I had the compasses in use at the time we beach I left in search of the telegraph office. certain or board, two were in front of the board not under the special charge of any wheel and were subject to the same influences, the third was in the captain's room ing boat; their newspaper bundles were bulky about 12 feet further ait, and was not used and were lost I think; I took these letters at all by the helmsman; practically for the out of my room; they were in small canvas stated that it was owing to the defection of purposes of the voyage the two compasses cover bags and were in the safe in my room; the wheel house were alone used, un- I did not receipt for them; the mate might checked by any other; I observed about have done so; I kept the key of the safe; half a point difference between the two com- H.M. mails were in the lazarette; they were passes and the third one, about half an hour not locked up when lost; Wells, Fargo pay after we got clear of the heads; I did not nothing except freight on their parcels; if observe it before, until I discovered this I valuable, at a per centage; no freight was had not looked to see whether there was any charged upon these being so small; no deviation; I attribute that deviation to the freight is charged for their letters; I have

who paid for their tickets and have not come to have their money returned as steerage passengers; one man's name was Marshall the name of the other I don't know; I asked those on board but none could say for cer tain that these two men were lost; they were company, by the last boat; Marshall was a they left as the ship was sinking; I left after landing at about 10 o'clock in a buggy for San Rafael, but altered my mind and went to Petaluma whence I telegraphed in the morning to Messrs. Falkner, Bell & Co., the ship's agents at San Francisco. Part of the crew consisting of the Engineer, Chief mate, that they had already heard the news; I left by steamer and reached San Francisco on Monday afternoon the 16th; on the 17th I entered my protest before the British Consul; Protest produced the protest was read over rom memory; the log book was unfortue nately lost; the mate had charge of the log book; he may have tried to save it but he had to save his own life; I managed to save some of my own papers but not at first.

(His Honor here compared the courses in the Protest with the Captain's evidence and

found that they corresponded). There was a man on the watch on the forecastle and I was looking out myself; I tainly have detected the error; but for that variation I am sure the accident would not have happened.

Lieut. Townsend here, at the request of the Court, marked out the courses on a chart and pointed out to witness the position where, according to his evidence, the ship would arrive]. Witness continued-I am still satisfied

with my statement; the difference in the position I consider was owing to a further difference in the compasses than I imagined; the ship's log book, supposing that it was filled up, would show the courses steered; the courses which are marked down at the

His Honor here pointed out to witness a discrepancy between his evidence and his protest; in the latter he had attributed the loss of the ship to the severity of the winds and weather, and not any defect in the vessel the compasses which were part of the ship's apparel and to no other cause.

Wirness said the only explanation he had to offer was that the Consul should have scored out the concluding printed part of the protest; he did not remember hearing that portion read to him; protest produced was only a copy; the original had gone home; had never protested before; believed that it was necessary in order to secure his owners and recover insurance. In reply to further enquiries Captain Mouatt admitted that the protest was a solemn affirmation and that it was not pleasant to say so, but it was nevertheless true that the protest contained an incorrect statement.

The Court here asked Captain Mouat whether he had anything to add to his state-

Captain Mouat replied that he had nothing further to add except that on returning to San Francisco the crew were paid off and the money returned to the passengers. The ship was sold as she lay for the benefit of whom it might concern. An enquiry was made by Captain Waterman, at San Francis-

"I have this day examined Captain W. H. Mouat and that portion of the officers and crew belonging to the British ship 'Labour chere' belonging to the Hudson Bay Co., whose names are signed to the Protest made before H. B. M. Consul, Wm. Lane Booker, points more to the south; south-west by bags had they been in the drawers might timony agrees with the statements there of San Francisco; and found that their tessouth was not my true course, it was west have been saved, but I must add that I was made. I find also that a comparison south-west, I took the former course to get taken out of the ship by two men by force of the binnacle compass on deck and

a run as that. The lazarette was under the by Captain Mouat after the ship was got ladies' cabin, entered by a hatchway; there off, and that there was a difference was a carpet over it; my cabin was on the of one point and a-half in the two compasses; hurricane deck; I cannot say that there to which I attribute the loss of the ship. The were any lives lost; two men are missing weather being thick the courses steered by binnacle compass as shown in protest should have given a good offing, say five or six miles. think the captain entitled to great credit for the masterly manner in which he handled his ship after striking, and saved his passengers and crew, which is a rare thing on this coast. San Francisco, 20th April, 1866.— R. H. WATERMAN,

U. S. Inspector of Steamboats, California District. His Honor-Everyone endorses what is stated at the end of that certificate, Captain Mouat, and during this examination nothing

has transpired in any way to alter or diminish public estimation of your conduct. The only thing is not swinging your compasses before leaving. Captain Mouat thanked his Honor and said he had never heard of a merchant ship

with iron shins. The Court here adjourned for ten minutes.

Afternoon Session.

built of wood being swung; it was the case

Captain Mouat was recalled, and in answer to a question from the bench added to his evidence "I now find by the chart and calculation that instead of a half point as I at first thought, or a point and a half as I after wards thought, the compasses must have been out three points and a half. Alexander John Chambers, sworn-I was

chief officer of the Labouchere when she left San Francisco at 6 p.m. on the 14th of April; I agree with the eaptain's statement as to the character of the alterations made with a little addition, viz., that the ship had not been fully rigged on leaving port, also that a new main mast had been out in; no sails were bent but one; this made a difference because after the engines ceased to work, had the ship been fully rigged and the sails blowing the ship could have been beached at Drake's Bay instead of allowing her to sink where she did, and the ship and cargo would have been saved. As to the course steered I relieved the deck at 7:30 and went to the pilot house, not having received any orders as to how the ship was to be steered I asked him orders how to steer? The man said he was to steer W. Captain Mouat then entered the pilot house and told me he had desired the man to steer W., remarking that W. by N. 1/2 N. was the proper course, but to make sure he was keeping her W. I was relieved about 8:15 by James Smith, I cautioned him about the man at the helm not making allowance for the helmsman, for the compass being a little to the right, which would make a difference of about a quarter of a point; I went below, and about 10 o'clock was roused out by ucusual orders; heard the engine bell ring, and immediately the ship struck what I supposed to be another ship; went up on the hurricane deck; saw Capt. Mouat go to ring the bell and told him the ship was backing on a reef and close to it: I advised him not to get excited; I was not so; received his orders to rig the hand pump in officers' mess room; did so and saw the force pump aft rigged; the after pump did not threw any water; then went forward and was employed in finding gear for the main deck pumps and assisted to rig them; went down in torepeak and requested the carpenters to have sails, ropes and other gear taken from forépeak so as to tear up the platform and get at the leak; went on deck and called passengers and crew of Princes Royal to assist, they did so; we hauled one hawser on deck when Captain Mouat ordered us to stop; I went down to the engine room by his orders, and reported the state of the water; went to the fore peak and joined the boatswain and a man named Phillipson standing on the kelson with the water nearly to his knees; ordered the boatswain to collect all the buckets and put lanyards on to bale out; reported state of water in the hold to Captain Mouat, remarking at the same time that I believed the water was lodging in the fore hold and could not find its way aft to the pumps, knowing that the limber chains and holds were choked up and that the lining of the vessel was tight, and a strong bulkhead between the engine room and forehold; Captain Mouat said it was nonsense and could not be; Captain Mouat ordered me to make hoses for main deck pumps out of canvas to convey the water from the cabin over board. On this being completed the pumps were rigged and manned by passengers; shortly after water in engine room decreased; reported so to the captain; he told me to go below and tell the carpenters that the water was decreasing in the engine room and encourage them to fresh exertions; they again asked me to have the fore peak cleared, but I said I could not as I was not allowed by the captain; reported state of leak forward to Captain Mouat; he called my attention to the pump in the engine room sucking, and ordered me to take the men away from the pump in the mess room, which I did, and ordered the boatswain and Phillipson to come and take the fore hatch off to examine the state of the water; they did so; while waiting for a light, Capt. Mouat called me and asked what I was doing, and ordered the hatches on without being able to ascertain whether the water had risen: went foward on forecastle and looked over the bows to see if she was getting deeper by the head; I thought she was, and called the attention of the man on the look out, named Jewett; he said he was well acquainted with the coast, and that he told Japtain Mouat that he knew Point Reyes he moment he saw it; the weather up till 12 o'clock had been very thick; between that hour and 1 a.m. it cleared off, and from the forecastle we reported to Captain Mouat that the flash light of the Farallone Island was in sight; saw two or three lights afters wards, one supposed to be a pilot boat; went on hurricane deek and reported it to the Captain, who said he saw it, and called my attention to the ship swinging round to avoid it, I went away disappointed, hoping that we should get a pilet to take us into San Francisco; it afterwards turned out to be the bark Glimpse at anchor; whatever the craft was she might have told us where we were, and in my judgment it would most de-

cidedly have been prudent to have gone and

ascertained what the light was; we might

then, to my judgment, have got back to Sau Francisco, and certainly on the beach in the

have saved ship and cargo; any reason why he did not pur a course : I went to sea in '53 man apprentice; hold a second ficate; I studied it as a profess below again and visited the ca ward, until I was ordered to over the bows which had been pr in the night, but in consequence having gained on the water and orders to clear decks up, the lin coiled away; when I again re to put the sail out the ship was water; I called some hands t while we were at work the p ported the fires out; went and order fired guns until twentywere expended; while firing, sail was set and a few men wer bale out forehold; I directed Pe ter, to take his axe and cut the the spars on deck as rafts might when the last gun was fired I 2d and 3d engineers to get the tables clear of the deck to con and then helped to get all the bo side and the passengers to get three boats were filled while I was I went with the boat in charge of and children; landed them and returned to the ship, which we settling; I did not go on bo charge of the boat while she was luggage. That is all I can vouch By the Court .- I believe the st pass to have been in error, havin

the compass with one below by the

neighborhood of Drake's Bay

direction, and found a variation and a half; this was about an hor accident had occurred; I believ to have been the sole cause of pla the rock; in my judgment, after best thing to be done was to get same way she came, or knowing sandy beach lay close, to have wards it and run her ashore, espec called Captain Mouat's attention after we had seen Farallone lights looked like Point Reyes and no could be adjacent; had the captai as he came he might have been position to have saved ship and would have been in shallow water, ably near enough to obtain assista statement in the protest that the c S.W. by S. is incorrect; that pr read hurriedly; when I went on cane deck and took charge I am c was steering due West; I am av are five points difference; I testif general correctness of the protest, any particular thing in it; the engi instance, could know nothing of the steered; the S.W. by S. course m been steered up to the time I went Quinn was at the wheel then; Spi steering when she struck; I did no orders given me to take charge of the and children; I was ordered to tal of the loggage in the boat on my the ship; Mr. Warren received the board; I knew nothing about them sidered it my duty to go with the we children; I had not received any of for some time and was doing what right under the circumstances; I w ing with my hands in my pockets wh only one man in the boat, and got a jumped in and ordered the boat bac more hands in; then pulled round saved one man who was in the wa of the boats having upset-and the ashore, landed the women and chile Quinn and another man helped to boat back; we were the first to get His Honor-It was very right an to take charge of the women and

proper; in fact, I seldom got orders captain at all. He generally left me pleased, and then contradicted m This was known to all the crew. His Honor-What was? Witness-That he snubbed me.

but was it not your duty, as chief

Witness-I was left to act as I

stay by the captain and ship?

His Honor-Can you give any re Witness could not, but said that th been coolness gradually arising betw self and the captain, which had grow feeling. A statement signed by e and crew, that witness had done was handed in, and a letter addi Captain Mouat, calling upon the latt tract a charge of desertion made be Consul, and stating that witness wou wise be compelled to make an hones statement of the whole affair was re explained. It was not intended as a but in order to clear himself with the Witness adds: I had a statement publish, but did not do so; I am oath and am compelled to state al know; I should not have voluntari any statement reflecting on Captain judgment or conduct, but I do no

not say that the ship might not have saved by being beached; I should sa scarcely good seamanship to go to se out swinging the ship to adjust the cor at the same time forty-nine out of fifty have done the same thing.

The Court here rose and adjourned

there was a single seaman on board t

SECOND DAY. SATURDAY, May 5th, His Honor took his seat at 10 a.m. Captain Mouat informed the Cou he was unable to find his pilot certific A. J. Chambers examination conti

a.m. on Saturday.

His Honor asked witness for furth ticulars respecting the boat that wa Witness-when I was a few yard the ship in the ladies boat, I saw on small freight boats capsize close to men were in her, she drifted round th turning over; I pulled up to it, or was drifting from the boat in a sinkin we threw the painter from the bow boat and took him in, at the risk of ing our boat; the other three mans get on to the bottom of the boat, sitting on the stern, I believe it colored man Marshall; all of them w exception of the one I took into th were colored men; the man I saved, remained in San Francisco; I told hold on until I pulled up to them; see boat full they said we had better get and they would endeavor to reach the I considered it advisable to go ashore boat contained 39 or 40 passengers