

## SECTION OF ROAD IS NOW COMPLETED

### THROUGH TRAIN ON THE CANADIAN NORTHERN

Train Runs From Port Arthur to Winnipeg—A. Gibson's Majority—A Soldier Imprisoned.

Frederickton, N. B., Jan. 2.—Alex. Gibson was officially declared elected M. P. for York today by a majority of 824 over Rev. Dr. McLeod.

**Soldier Imprisoned.**  
Halifax, N. S., Jan. 2.—Pte. Sullivan, of R. C. R. I., who broke into the convent of the Good Shepherd here some weeks ago and brutally beat one of the sisters, was this morning sentenced to three and a half years in the penitentiary. His victim is still confined to bed as a result of the assault.

**No Useless Ornament.**  
According to information received by Col. Bischoff in charge of the Imperial forces here, the war office authorities in London have decided to prohibit the use of all useless ornaments on officers' uniforms. No gold lace will be permitted. The only distinctive mark between officers and men will be shoulder decorations. These orders will apply to Canadian military officers also, so it is said.

**New Year's Day.**  
Toronto, Jan. 1.—New Year's Day passed away without special incident in Toronto. The weather was bright and cold, but not severely cold. The ground is covered with snow, but hardly sufficient for good sleighing. There was the annual rally of 41 Methodist Sunday schools in Massey Music hall. Gatherings were held by Methodists in several cities of the Dominion, and greetings were telegraphed to Montreal, Hamilton, Winnipeg and Vancouver in the closing words of Paul's Epistle to Titus, "All that with me salute thee. Greet them that love us in faith, Grace be with you all."

**Marconi's Station.**  
Ottawa, Jan. 2.—Signor Marconi said today that he had definitely decided to locate his Atlantic station in Cape Breton, but would not state the name of the place.

**Portage la Prairie, Man., Jan. 2.**—The terrible fire which originated in the cellar of the Grand Central hotel on Saskatchewan avenue east at 3:30 a. m., quickly spread to the building adjoining the hotel to the east, occupied by A. W. Bailey, harness and shoe store, and the confectionery store of J. Costigan. The fourth store east, the brick block of C. A. Newman & Bros. wholesale liquor store, on the corner, was then attacked by the flames. To the left of the Grand Central were several frame buildings, and these also began to burn. The building and auction rooms of H. G. Alton was the first to take fire, and several smaller ones followed, including George Hart's tailor and repair shop, a photo studio, and the studio of J. S. Rowe, photographer, caught. At 4 a. m. the fire was under control. The buildings burned are as follows: Grand Central hotel and confectionery; A. W. Bailey, shoe store; J. Costigan, confectionery; B. A. St. John, jeweler; C. A. Newman & Bros. wholesale liquors and groceries; G. Hart, tailor; J. Miller, barber; J. S. Rowe, photographer, partly burned. The total loss will be between \$50,000 and \$60,000; amount of insurance unknown.

**Frozen to Death.**  
Winnipeg, Jan. 2.—John McNabb, a Reburn farmer, lost his way while returning home last night and was found this morning frozen to death.

**The Canadian Northern.**  
Every foot of the Canadian Northern track is now laid between Port Arthur and Winnipeg, and the first through train from the lake port arrived in Winnipeg last night at 11 o'clock. The train left Port Arthur on Tuesday morning about 10 o'clock. At Commissioner Inlet, 11 miles east of Port Francis, the train stayed all night. Here the 1,800-foot gap was laid by 10:47 yesterday morning. The last rail was laid in the shadow of a magnificent white pine, and Mr. William Mackenzie and Mr. D. Mann, with their overcoats off, stood on either side of the last rail and, amid the cheers of the party and a couple of hundred workmen, drove the iron spike home. Mr. Mackenzie spoke briefly. He thanked the men for the loyal support and work they had contributed to the road. He was pleased their work had come to a successful conclusion. As it was New Year's Day, he had pleasure in announcing that he and Mr. Mann would give a present of \$2 to every workman on the line; \$5 to every gang foreman and \$25 to every overforeman, in addition to their pay. This was received with great cheers by the men. A pleasing incident of the trip was the presentation of an address to Mr. Hanna on reaching Winnipeg. The address was read by Mr. W. H. G. Alton, M. P., of Winnipeg, and signed by every member of the party. It expressed the hope that Mr. Hanna would still be manager of the Canadian Northern when that road was an international and inter-

ocean route. In about two weeks the construction department will hand over the road to the operating department. Then it is likely an accommodation day train will be run till spring. In the spring it is the intention to place on the road modern sleepers, diners, etc., and time equal and probably better than the C. P. R. time between these points will be made.

### FRENCH SHORE QUESTION.

Modus Vivendi Expires and Newfoundland Government Hopes It Will Not Be Re-negotiated.

London, Jan. 1.—The Daily Express to-morrow will publish a cablegram from one of the highest officials of the Newfoundland cabinet as follows: "St. Johns, Nfld., Jan. 1.—This government has not considered the renewal of the modus vivendi, and hopes there will be no occasion to consider the re-negotiation of a measure so detrimental to the interests of the Empire and the colony."

"The government has not received any advice from the Imperial government as to what has been done in reference to the negotiations with France, since the Newfoundland delegates left London last May. All the colony's representations to the colonial office have been unanswered, and no reply has been received regarding reciprocity with America, although the Imperial government's desire respecting a discussion of that question between Sir Wilfrid Laurier and Sir Robert Boud (respectively the premier of Canada and Newfoundland), has been fully complied with, and these also began to turn the hands of the Imperial government in the removal of the restrictions as to the treaty shore and trade relations with America, to assure us a position of permanent prosperity."

The Anglo-French modus vivendi covering the lobster question of the French shore of Newfoundland expired yesterday, and apparently no arrangement with France is in sight.

### BOUND FOR VENEZUELA.

Steamer Sails From Port de France With Volunteers on Board.

Port de France, Island of Martinique, Jan. 2.—The British steamer Ban Righ, recently renamed the Libertador, has left this port for the Venezuelan coast. She carries among her passengers, Senator Matos, who is now referred to as Gen. Matos, and several generals and other important personages of Venezuela, who joined General Matos here.

Besides the leaders of the expedition, the Libertador has on board 300 volunteers, and it is understood that she will embark a number of other volunteers while on her way to the coast of Venezuela. The behavior of Gen. Matos and his adherents while they were at this port was most correct, and when they left here they had the sympathy of the whole population. Gen. Matos is well known at Port de France, where he has many friends. The local newspapers have published articles expressing hopes for the prompt success of the expedition and the downfall of President Castro, whose attitude the papers add, has endeavored for him the enmity of the whole world.

Previous to his departure from Port de France, Gen. Matos issued a manifesto calling on all his fellow countrymen to take up arms. The Libertador was at this port her sides were strengthened by light armor and her gun positions were protected. Her armament is of the modern type.

### CUBA'S PRESIDENT.

Gen. Palma the Recipient of Congratulations From Many Friends.

New York, Jan. 2.—Gen. Tomas Estrada Palma, the newly-elected President of Cuba, has received many dispatches and telegrams of felicitation from various parts of Cuba and this country.

The Cuban President-elect was as reluctant as ever regarding the policy of his administration. He said in an interview: "I have not had the least ambition to fill any public office; in fact, I all along refused to allow my name to be put forward as a Presidential candidate. I am disappointed that there should have been any dissatisfaction over the election. I consented to the use of my name only at the last minute, when it was too late to withdraw it, but I thought that absolute harmony prevailed, and that Gen. Maso had consented to accept the vice-presidency. I really would have preferred to have been allowed to stay out of politics and attend to my private affairs."

### BOER LOSSES.

Over Fourteen Thousand Killed, Wounded or Surrendered Last Year.

London, Jan. 2.—Official returns show that the Boer losses by killed and wounded and surrendered during 1901 totalled 14,887 men.

### Treachery of Burglars.

Frederia, Jan. 1.—Two officers of the intelligence department, who were sent to parley with the Boers who desired to surrender near Warm Baths, were treacherously shot by concealed Boers.

The treaty of friendship between Spain and the United States, having been examined by the Spanish cabinet, will now be submitted to the Supreme Council of State.

## SINKING OF THE WALLA WALLA

### The San Francisco-Victoria Liner Sank After Collision With an Unknown Ship.

### Disaster Occurred at an Early Hour on Thursday Off the Coast of California.

The Pacific Coast S.S. liner Walla Walla, plying between San Francisco and Victoria and Sound ports has been lost off the Californian coast, and from twelve to forty lives lost. The vexatious delay in the restoration of the telegraphic service to the Mainland until eleven o'clock today prevented any accurate statement being made of the details of the wreck until now.

The facts as brought by the steamer Majestic from the Sound yesterday afternoon, and the steamer Charming from Vancouver last night may be briefly

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Capt. Hall Tells a Graphic Story of the Disaster to His Vessel.

night, she was struck suddenly, foundering shortly afterwards.

As to the identity of the vessel with which she was in collision that remained a mystery until telegraphic communication was restored to the Mainland, and speculation regarding it was perfectly idle, the more so, as there are two descriptions given of the unknown craft. One report stated that the vessel which the Walla Walla collided with was a four masted, iron barque, while another account attributed the disaster to a collision with a collier, bound down with coal from the Island mines.

There must have been aboard the ship at the time about 140 or 150 souls. The crew itself, during the summer season, numbers 87 men, but this number would be reduced by six or seven owing to the lighter staff of waiters and dining room men required during the limited steamboat travel of the winter. It is likely, however, that there were about 80 of a crew.

The passenger list would vary from 50 to 80 people, the last Puebla bringing 32 to Victoria and the Sound. This number would possibly be swelled somewhat owing to the Christmas holidays, and the return of many who spent the time in California. Rithet & Co., of Victoria, the agents for the line, believe that the total number aboard would not be less than 140.

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was struck and thrown across the room on my table.

"After the crash the vessel, which I think was a French barque, judging by the language used by the sailors, rebounded and groped along. I called to her to stand by. She drifted by and was lost to view. I could not tell how badly she was injured, but I do not imagine she was severely hurt, as she struck us bow on, and though her forward rigging must have been broken, it is not likely that her hull suffered materially.

"Those of the passengers who had not been awakened by the crash were aroused at once. The vessel began to fill immediately and she sank in 35 minutes.

"There was no confusion on board. The officers and crew kept the passengers from becoming panic-stricken. The crew was immediately ordered to man the life boats and rafts and an effort was made to save the baggage. This was given up, however, the vessel filling at such an alarming rate that no thought was given but for the safety of the passengers.

"I gave orders to have the port boilers blown out, it being necessary to give the vessel a list to keep the gaping hole in her side out of the water.

"In a few minutes all the life boats and rafts were out, with the exception of two which were smashed. One of these boats contained nine or ten passengers. All were thrown into the water, but managed to board a life raft which had been launched a few minutes previously. The second boat was smashed by striking a heavy object in the water, but all the passengers were rescued by another life raft.

"We had 65 first and second class passengers on board, and 100 souls all told. We had no knowledge of the approach of the vessel striking us, the weather being so thick that she was not seen until we had been struck. It was very dark at the time, and the uncertain light interfered to great extent with the rescue of the passengers. I remained on board assisting them.

"I went down with the ship. After I had been down I don't know how long, but I had no knowledge of the approach of the vessel striking us, the weather being so thick that she was not seen until we had been struck. It was very dark at the time, and the uncertain light interfered to great extent with the rescue of the passengers. I remained on board assisting them.

"We floated about all day, and early in the evening were picked up a few miles to the north of the wreck by the steamer Dispatch, which was proceeding to Seattle.

"The information I have concerning the rescue of the passengers and crew, I am not able to state how large the death list will be, but in my opinion it will not be less than twenty and possibly may reach forty or fifty. A number were injured by the falling timbers. It is almost certain that a number of the steerage passengers perished in the manner. The housing of the forward part was split into matchwood.

"While not very rough, the sea was nasty and choppy, and the continual wash over the raft was a hardship, especially to the ladies, many of whom were nearly in the last stages of exhaustion when picked up by the Dispatch."

### SOME OF THE DEAD.

Mrs. Reynolds, of Victoria, Among Those Who Were Drowned.

Vancouver, Jan. 4.—Estimate at noon of the Walla Walla's passengers at about twelve, and about twenty are still missing with one raft and two life boats still out.

The ship which is supposed to have run into the Walla Walla was the French barque Europe, laden with wheat from Tacoma. Chief Engineer Crosby and Stewardess Mrs. Reynolds, all appear to have gone down with the ship. Second Officer Luke, who was in charge of the raft, was also missing. The life boat which was picked up last evening off Eureka, Mrs. Herman Katschmar, wife of the revenue officer at Tacoma, is dead, having succumbed to exposure, and her body was thrown overboard. The other nine persons in the same life boat have arrived at Eureka. Luke has yet made no explanation except to say it was impossible to see any distance in fog, and that the collision was unavoidable, after he saw the other ship's lights.

Purser Nuttman is still among the missing. Miss McLennan, of Vancouver, is also missing, as well as J. H. Brown, of this city.

All the Victoria passengers seem to be safe. Bittershanks, reported as quartermaster, was some time ago transferred to the Cottage City.

The dead are: Mrs. Katschmar, Mrs. Reynolds, stewardess, who has two children attending school in Victoria; Mrs. E. Erickson, widow of three children; Louis Druby; Nuttman, purser; Wm. Berta, fireman; John Wilson and H. P. Anderson.

The following are the missing, including eight of the passengers, names unknown, who arrived on the latest boat with the second officer: H. Erickson, laborer; Dr. F. S. Allan and wife; J. L. Field, J. A. Gray, Chas. Neff, W. Duhler, Dr. Jones, J. Brown, E. Demar, C. Gibson, M. C. Marshall, M. Hanselman, H. G. Nicholson, Chief Officer Nielson, Third Mate Hughes, Fourth Mate Brown, Chief Engineer Crosby, Assistant Purser, Steward John Connell, Boatman A. Helmes, B. Nelson, M. Haere, J. Rooney, M. Callaghan, S. Murillo, Pastryman Frank Reardon, Porter John Sheil, F. U. Naneett, Frank Rhodes, Walter Edgar Reiss, J. O. Johnson, Geo. Morrison.

There is now one boat out besides the one arrived this morning, and the main force of the collision striking just forward of my stateroom. My bunk

was struck and thrown across the room on my table.

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## DESTRUCTIVE FIRE AT RAT PORTAGE

### DAMAGE ESTIMATED AT TWENTY-EIGHT THOUSAND

### Clergymen on Referendum in Ontario—War Office Has Ordered One Thousand Tons Flour For Africa.

Rat Portage, Ont., Jan. 3.—The worst fire that has occurred here in some time broke out at 12:30 this morning in the basement of E. G. Hall & Co.'s dry goods store, and before the fire brigade could get to work, the whole interior was a seething mass of flames. The firemen managed to confine the fire almost entirely to A. Carmichael's block. White & Mannan's block was damaged about the roof and some damage done to the stock in their store. E. G. Hall & Co.'s stock, valued at \$28,000, is a total loss. The insurance is impossible to get this morning. Dr. Marshall's dental parlor over Hall's store was totally destroyed. In Carmichael's other block the losses are: James Courtney's billiard parlor, on the main floor, badly damaged by smoke and water; James Grosse's barber shop, gutted. On the second floor, Dr. Schmitt's dental parlor, damaged, but to what extent is not known; A. Carmichael's office, on the same floor, damaged. The third floor of this block was occupied by the Masonic hall, the contents of which were damaged by smoke. Dr. Chapman's living apartments over White & Mannan's were quite badly damaged. A Carmichael has \$3,000 insurance on each block. At 2 o'clock the fire was under control.

**Sixty Applications.**  
Toronto, Jan. 3.—Sixty applications for the position of secretary of the Board of Trade in place of E. A. Wills, who has gone to the firm of Hiram Walker & Sons, distillers, have been received so far by the executive.

**Prohibition Question.**  
The West-End publishes replies of various leading clergymen to the question: "In the event of the referendum being decided upon by the Ontario government should a bare majority of votes cast determine the issue or should a certain proportion in favor of such legislation be required. If more than a majority is deemed necessary, what in your judgment should proportion be?" Principal Caven of Knox College says certainly not less than three-fifths of the total vote polled. Chancellor Wallace, head of McMaster university, said it would be perilous to enact prohibition if only a bare majority of the people of Ontario voted for it. He suggested that a two-thirds majority might be sufficient, but even then it would not be well to enact such a law, if the minority included a large respectable element. Chancellor Bursack of Victoria, suggested two-thirds of all the voters, and urged that the temperance sentiment had gone back of late years. Principal Shorton, of Victoria (Anglican) said the majority should not be less than three-fourths. Rev. Dr. Warden, treasurer of the Presbyterian church, suggested two-thirds majority. Copyright.

To a denunciation of Toronto publishers yesterday, Hon. David Mills, minister of justice, promised a careful consideration of the copyright question. He would endeavor, through Hon. Joseph Chamberlain, to have the British House of Commons legislate in regard to the matter.

**Another Library.**  
St. Catharines, Ont., Jan. 3.—Andrew Carnegie has offered \$20,000 for a free public library building in St. Catharines, Ont., on certain conditions.

**Order for Flour.**  
Montreal, Jan. 3.—The British war office has, through Hon. Sydney Fisher, placed an order with the Lake Superior Flouring & Milling Company for 1,000 tons of Keewatin flour for South Africa. The order is equal to 12,500 barrels.

**Liquor Traffic.**  
Winnipeg, Jan. 3.—It is reported that the Manitoba government have in contemplation the adoption of the Gobleburg system of regulating the liquor traffic as a substitute for the present prohibition law yet unenforced.

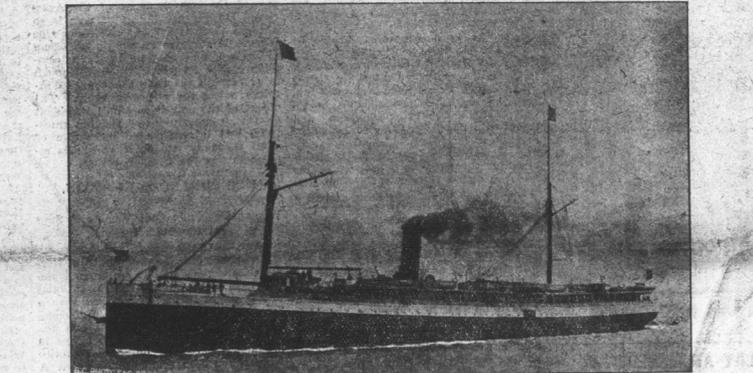
**Portage la Prairie Fire.**  
Winnipeg, Jan. 2.—Joseph Martin, of Vancouver, was a sufferer by the disastrous fire which visited Portage la Prairie this morning. The stores occupied by Messrs. Bailey, Alton, Harf and Miller were jointly owned by Mr. Martin and Mr. Smith Curtis and were all destroyed.

**Dominion Parliament.**  
Ottawa, Jan. 2.—It is stated to-night that the next Canada Gazette will contain a proclamation calling parliament for the dispatch of business on February 10th.

**FLOODS IN ENGLAND.**  
Many People Homeless But No Lives Reported Lost.

London, Jan. 2.—Floods are raging in the west and north of England. Houses are inundated and many people are homeless.

No lives are reported as lost up to the present time. Rivers are overflowed by higher than they have been in a decade. Heavy rains continue.



THE LOST STEAMER WALLA WALLA.

stated, for they were of the most meagre kind. Extras were put on the street by the Seattle papers just before the sailing of the Majestic, but they were manifestly unreliable, as the number which they purported to give as being saved and lost did not tally with the number known to be on the vessel.

A mail advice from the Times correspondent in Vancouver by the Charming brought practically all the basis the Mainlanders had to work upon up to 1:30 yesterday afternoon, namely that the ship had been lost, the location of the wreck, and the run-off loss of thirty lives.

"This news was qualified by the Majestic, which brought the latest available intelligence last night, because it called at Port Townsend about two o'clock, half an hour after the Charming had left Vancouver. The latest news received at Townsend before they left that port was that no lives had been lost, and that all were safe in San Francisco.

In consideration of these facts the question of how passengers and crew fared the most important by far to all and especially to those who may have friends on board—had to remain in abeyance until noon today.

Regarding one of the passengers, fortunately all apprehension has been set at rest. Miss Williams, principal of the Girls' Central school in this city, went down to spend her Christmas vacation at the Californian capital, and was aboard the steamer bound homeward. Before the news of the catastrophe had reached her friends here, the assurance of her safety was fortunately at hand. She had taken the precaution of wiring at once announcing her safety. The telegram merely stated that the Walla Walla had been cut in two, that she was safe, but that all her belongings were lost. The telegram was from San Francisco, so that it is evident that the passengers have been conveyed back to that point.

**The Disaster.**  
The Walla Walla, which must now go on the list of Pacific coast wrecks, left the Golden Gate on her final voyage on Wednesday morning. Her scheduled sailing hour from there is about ten or eleven o'clock, and the boats of the Pacific Coast company usually get away 60 minutes earlier.

Her average rate upward is about twelve knots an hour, so that she would be abreast of Cape Mendocino, where the accident took place, about two or three o'clock in the morning. Cape Mendocino is 185 miles north of San Francisco. Here, in the thickest of the

terribly sudden character indicated in the telegraphic advices, it could scarcely be expected that they all would escape, and considering the circumstances, the list of drowned is remarkably small.

**The Rescue.**  
The passengers and crew were taken off in the ship's boats, of which there were plenty for the passengers at the time. Capt. Hall is said to have insisted on discipline, and the men to have behaved well. The boats all got away together, and reached Eureka, 210 miles from San Francisco, whether they were transported, presumably by steamer, back to the Golden Gate. Sixty-eight of them are reported to have landed at Eureka, but others must have come ashore at other points, or later in the day, as the highest list of drowned mentioned in any dispatch is forty, while the opinion inclines to a much smaller number.

**List of Passengers.**  
The following is a full list of passengers on board the ill-fated steamer:

For Victoria—First class, Mrs. T. J. Johnson, E. P. Adams, L. M. Hanselman, Mrs. Hastings, Miss Williams. Second class, W. Duhler, R. Nevins.

For Vancouver—First class, J. H. Brown and wife, Mrs. R. S. Edgar, W. B. Moore.

For Seattle—First class, J. L. Fields, J. A. Gray, A. H. Sell, Mrs. Timmons, A. Kotschuner and wife, Mrs. A. Meydenbauer, J. Robertshaw, A. Meydenbauer, Charles Neff, C. Swan, J. Miller and wife, F. Haight, Miss G. Cadlem, Miss R. E. Peters, D. Stern and wife, F. L. Smith, W. P. Sanderson. Second class, M. C. Marsha, W. C. Swanson, D. Larsen, H. Erickson, wife and three children, J. Brown, D. Jones, F. McCrimmons, James Cadden, W. F. Demars, C. G. Leason, G. F. Spencer, D. Boylan, L. M. Pappert, G. Helgeson, R. McWilliams, R. McKee, C. H. Smith, L. Drupe, C. Nicholson, A. Hanson, C. Lawson, H. H. Wetver.

For Tacoma—C. R. West, A. B. McClellan.

For Tacoma—First class, John Gilbert, F. W. Stream, wife and mother, Dr. B. Fallen and wife.

**PASSENGER'S STORY.**  
Says Captain and First Mate Were the Only Officers Saved.

Eureka, Jan. 3.—George Ruse, of San Francisco, a passenger, gives the following account of the accident.

"It was 4:10 when the French vessel hit the Walla Walla in the bow. All went asleep. The weather was clear but the sea was rolling high. The passengers rushed out of their staterooms and the deck was crowded. The captain

ment grew intense among the remaining passengers, women screamed and men and boys hurriedly jumped off the steamer. Several did not leave until she started to sink.

"The officers were cool and collected, doing everything possible to save their passengers. No one knows the cause of the collision but the second officer, and he is missing. The French vessel did not stop, but left the passengers at the mercy of the high sea, lending no assistance whatever.

"We were drifting here and there, sixty-three in the life boats and rafts, for over five hours. The boat I was in had twelve survivors, two ladies. A lady gave me a red skirt to signal the steamer Dispatch. We were recognized and were soon rescued. The officers learning of the wreck, searched for me, until she had aboard sixty-three passengers. The Dispatch was bound from San Francisco to Seattle, but pulled into Eureka to land the rescued passengers.

"Capt. Hall, with the first mate, was saved, the remaining officers being lost. When the Walla Walla was partly submerged both boilers exploded and sent pieces of the vessel in every direction.

The tugboat Balthier arrived here at 10 a. m. with fourteen more passengers picked up along the coast. Among those saved were six women. A southwestern wind had drifted them fifty-seven miles up the coast from where the wreck occurred. The sea becoming rough, it was dangerous for them to land, compelling them to remain at sea.

"Capt. Hall is at the Hotel Eureka, severely injured. Two life boats and one raft are yet unaccounted for."

Twenty-seven of the passengers and crew of the Walla Walla are missing. All the rest are accounted for.

Another computation puts the number of lost at forty-five.

**THE CAPTAIN'S STATEMENT.**  
Thinks Vessel Which Collided With Walla Walla Was a French Barque.

(Special to the Times.)  
Eureka, Cal., Jan. 4.—Capt. Hall, master of the wrecked steamer, gives a graphic account of the disaster. He says:

"We left San Francisco on Wednesday, being bound for Victoria and the Sound ports. The weather thickened as the night advanced, and on Thursday morning a heavy fog, accompanied by a light rain, set in about 4:10 a. m. "I was suddenly awakened by an awful crash on the port side, well forward. Second officer Luke was on watch at the time. The housing, especially in the vicinity of my cabin, was shattered, the main force of the collision striking just forward of my stateroom. My bunk

Advertisement for various goods and services, including liquor, clothing, and other merchandise. Mentions 'The Walla Walla' and 'The Canadian Northern'.