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STORIES TOLD BY SOME SURVIVORS

ANY OF THEM WERE SERIOUSLY INJURED

Experiences on Rafts After Leaving the Walla Walla—Officer Brown's Statement.

San Francisco, Jan. 6.—The ninety-two of the rescued passengers, officers and crew of the ill-fated Walla Walla arrived here on the steamer Pomona on Sunday morning from Eureka. It was a desolate looking company, for many of the survivors had met with physical injuries in addition to suffering from cold, hunger and exposure for many long and weary hours in open boats and life rafts. Many who had escaped from the wreck in scant attire were garbed in strange clothing and carried their few belongings tied up in a nightgown or a handkerchief. Some were wrapped in handkerchiefs and others, too ill or too seriously injured to walk without assistance, were in their berths or propped up with pillows in the social hall of the steamer.

When the vessel reached her berth and her lines were made fast, a gang plank was raised to the deck and the wan and bedraggled survivors marched down to the wharf in a long procession. Their mothers rushed to the arms of their sons and wives embraced their husbands, while others who had lost relatives indulged in a grief that was unconsolable. While these touching scenes were being enacted beneath the big freight shed of Broadway wharf, Passenger Agent Waters and other representatives of the company hurried to and fro through the moving throng, securing conveyances for the sick and injured, arranging hotel accommodations for such as could be accepted, and tickets for the steamship company, and furnishing railroad or steamship tickets for those who wanted to journey to homes outside the city.

Mrs. R. S. Edgar, of San Jose, Cal., was the most seriously injured of the surviving passengers. She sustained a fracture of one of her ribs and other lesser injuries in the eventful experiences that marked her escape from the Sinking Steamer.

and on the trip down from Eureka on the Pomona, she was too ill to move without assistance. Mrs. Edgar says that the scene aboard the Walla Walla after she was struck by the French barque was too terrible to describe. She says that the discipline among the crew was not what it ought to have been, and that she is a witness to the fact that three firemen ran away with a lifeboat in the face of orders from the captain. Capt. Hall, she says, threatened to shoot them if they left the ship's side with the boat, but in spite of his orders and threats they pulled away and disappeared.

In describing her rescue, Mrs. Edgar said: "I had a very trying and dangerous experience getting away from the sinking ship. George Reis, the captain's man, picked me up and threw me over the side of the ship into a boat, and I landed in a heap on the bottom of the Dispatch. When my turn came, a rope was tied around me under the arms and knotted. I had very little clothing on to protect me from the pressure of the awkward knot, and when I was raised up with a jerk I felt my ribs give way where the knot pressed against me. Then I fainted and became so much dead weight."

Albert Meydenbauer, Jr., aged 15 years, whose home is in Seattle, displayed a courage that is not often found in a small boy. During the terrible moments of excitement that followed the collision young Meydenbauer's first thought was for the safety of his mother. A lifeboat was just about to leave the Walla Walla, which was fast straggling in the ocean, when the boy led his mother along the deck to where the lifeboat was tossing on the swell below. The seaman in charge saw the mother and her brave son and shouted that there was only room for one person.

"The day take my mother, and all star," shouted young Meydenbauer. The seaman marveled at his courage, and they took Mrs. Meydenbauer aboard and left Albert to shift for himself. She waved her son good-bye and then began crying for his safety. After carrying for his mother young Meydenbauer got on board a life raft and was picked up by the Dispatch.

Jesse A. Sell, of Angeles Camp, who was pulled out of the water by Capt. Hall, is suffering from a deep scald wound and numerous bruises. He is unable to move. He was taken from the Pomona by relatives to a sanitarium. Miss Rose Peters, who was on her way to Seattle to become the bride of Arthur Wilkins, of that place, said that after the vessels struck there was a wild scramble for life preservers, and many passengers were frantic because they could not discover where they were

but we were not within hailing distance of them. "I cannot describe how we suffered from cold, hunger and thirst. It is bad enough to be exposed in an open boat, but on a raft one has no protection whatever. We were drenched again and again by the water that washed over us. With all our hardships, however, I do not think that any of us gave up hope. I know I would not have ceased to hope for relief until death itself came."

Describing the scenes as the Walla Walla was going down, Officer Brown said: "I never saw such a panic. Men and women were running about the decks, wild with fright, and it was almost impossible to get them to obey directions. The wife of Erickson was

Running about Screaming for her husband. I was directing the loading and lowering of some of the boats and I told her to get into one of them. I will not get in without my husband," she cried. I tried to persuade her, but it was useless. So after a few moments' delay I told her abruptly that there were other people waiting for places in the boats and that she could go and look for her husband.

"There were other passengers who were just as hard to handle. I have been in several shipwrecks, but I never saw people before who were so opposed to being saved. They wanted to stay with the ship to the last minute, and our efforts in getting the boats loaded and lowered accordingly met with a great deal of difficulty. "My place was in one of the boats, and but for the stupidity or knavery of a sailor I would have been there. This boat was lowered and I ordered the man in the boat not to cast off until I gave the word. While I was busy helping passengers off, this sailor pushed off and left me. I saw this boat after daylight. She had eight people aboard, and the sailor who had disobeyed my orders was directing her movements. They had rigged up a blanket for a sail and sailed by us with a good wind at their backs. That sailor had the audacity to wave his hand to us. He would not take us aboard, although there was plenty of room for us in the boat. He sailed past as impudently as you please and left us to our fate out in the middle of the ocean. If I ever had murder in my heart I had it at that moment."

Seattle, Jan. 7.—The steamer Dispatch, which picked up the survivors of the Walla Walla disaster, arrived in port yesterday, and Capt. Victor Johnson gave a vivid account of the rescue. Of his own great service to the Walla Walla before she went down. He received some severe injuries in his struggle to save himself and others, for he was prominent in rescue work. "I was on the hurricane deck as the Walla Walla was sinking," said Capt. Swan. "As she went under I let go my hold on the rail and struck out for a raft that I saw. A woman was holding on to me, and I tried to save her, but she became exhausted and let go. I got to the raft completely exhausted myself. After about 10 hours on the raft we were picked up by the Dispatch. It was very severe on the raft. It was washed all the time. When the barque struck us she stuck into the two vessels swinging together, stern to stern; then the barque fell away. She was taken back to the two vessels swung together, and then filled away. After we were on the raft I could plainly see a bright light near by for about an hour. I could not swear it was the barque, but it was some bright light and not Mendocino light, either. It finally disappeared, however, and when daylight came nothing was in sight."

Cecil Brown, fourth officer of the Walla Walla, who was one of the six picked up by the Nome City, gives a graphic account of their experiences. He said: "We certainly had an experience that none of us will ever forget. The raft on which we were drifting when the Nome City picked us up was only an ordinary ship's raft, 16 feet square. It afforded us

Absolutely No Protection from the cold night wind nor from the waves, which frequently swept over us. When the vessels collided the passengers almost without exception were asleep in their berths. In some instances we were compelled to use force to pull them out. As the Walla Walla was going down a young woman, whose name I do not know, came to me and asked for help. I seized her in my arms and jumped overboard. I swam about for a considerable time looking for a raft or boat on which to put her. At last I found a raft, but it was crowded, and I could only find room for the young woman. I put her aboard and then swam off to look for another raft or boat. I do not know whether she was rescued or not. "I found another raft, but I should judge that there were already over 30 people clinging to it. I managed to catch hold and very soon afterwards another raft with but a few people aboard came floating by. Part of the people from the raft to which I was clinging went aboard this second raft. A little while after we came in contact with a third raft, and again we put some of the people from our raft aboard.

"This left but the six men who were rescued by the Nome City. During the remainder of the morning we endeavored to row toward the shore, but our raft proved rather an unwieldy affair. The waves and wind were against us and we were unable to make any headway. When the morning cleared we were still near the scene of the wreck. We could see the steamer Dispatch about a mile away. We tied two of the oars together and tried to signal the boat, but we failed. We also saw several other rafts with people aboard floating about,

but we were not within hailing distance of them. "I cannot describe how we suffered from cold, hunger and thirst. It is bad enough to be exposed in an open boat, but on a raft one has no protection whatever. We were drenched again and again by the water that washed over us. With all our hardships, however, I do not think that any of us gave up hope. I know I would not have ceased to hope for relief until death itself came."

London, Jan. 7.—Lorn Kitchener, telegraphing from Johannesburg on Monday, January 6th, reports the occurrence of a number of skirmishes in various parts of the war fields. The most serious were at Amersfoort on January 3rd and 4th when Major W. H. Plummer and Col. J. S. Pans were in contact with the Commandant Christian Botha's and Commandant Ooperman's commands. They drove the Boers from their positions after considerable fighting, to which the Somerset Light Infantry suffered severely. Major Valentine and eighteen men were killed and five officers and twenty-eight men were wounded. The Boers left nine men dead on the field. Col. Brander surprised Field Cornet Louis's laager at Waterval on January 5th, killing five men and capturing twenty-nine. Lord Kitchener mentions other minor skirmishes and captures. Gen. French reports that the Boers in Cape Colony are so reduced in number as to require only an elaborate police system to keep them in check. The week's totals of Boer casualties are thirty-six men killed, nine wounded, two hundred and sixty-one prisoners and seventy-two surrendered.

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ARRIVAL OF EMPEROR AND DOWAGER EMPRESS

Brilliant Scene in Peking as They Moved Along Troop Lined Streets to the Palace.

Peking, Jan. 7.—At 12:45 p. m.—A telephone message from Miah Chin Wu station outside the city, says the special train bearing the Emperor and Empress Dowager is just arriving. Thousands of officials have assembled there to receive their Majesties. The entire route to the entrance of the palace is lined with troops. The Forbidden City. Peking, Jan. 7.—The Imperial court entered the Forbidden City at 7:30. It was the most brilliant scene Peking ever witnessed. The procession consisted of a thousand gorgeously attired noblemen mounted on glittering caparisoned horses. The Emperor, the Empress Dowager, Prince Chun, the Empress and several Princesses were borne in yellow chairs, carried by coolies in hundreds of gay banners and silk umbrellas. The troops of Gen. Yuan Shi Kai, governor of Pe Chi Li, preceded the Emperor. The foreign community assembled on top of the Chen gate. The Emperor and Empress Dowager entered the temple in the gate and bowed. The Dowager Empress, upon emerging from the temple, saw the foreigners peering down and bowed. A double row of soldiers, kneeling, lined the four-mile route.

GIVES NO HOPE.

Capt. Hall Unable to Tell Anything of Mrs. L. B. Johnson. Nanaimo, Jan. 7.—Capt. I. B. Johnson arrived here to-day. He has received a message from Capt. Hall, of the Walla Walla, giving him no hopes that his wife was saved. Capt. Johnson believes that Capt. Hall, who is a personal friend of his, knows more and does not wish to give it to him. He is of the opinion that his wife was killed at the time of the collision, as her steroeom companion is among the dead.

THE NIGHT WAS CLEAR.

Capt. Brandenberg Says His Steamer Passed the Walla Walla on Wednesday Night. Vancouver, Jan. 6.—Capt. Brandenberg, of the Herodot, which is unloading at the sugar refinery, made an important statement to-day regarding the Walla Walla disaster. He left "Frisco" two hours ahead of the Walla Walla, and was passed about midnight, the steamers staying close alongside several hours. He says the night was perfectly clear and he had no difficulty about seeing lights.

REPORT NOT TRUE.

Kitchener Denies That Two Officers Were Treacherously Shot By the Boers. London, Jan. 6.—The war office on the authority of Lord Kitchener, this evening, denies the report telegraphed from Pretoria, January 1st, that two officers of the intelligence department, who were sent to a party of Boers, who desired to surrender near Warm Baths, were treacherously shot by concealed Boers.

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TO KEEP OUT CHINESE.

Provisions of Bill to Be Submitted to the United States Congress.

Washington, Jan. 6.—The senators and representatives of the Pacific Coast, who have been considering a bill for Chinese exclusion, have perfected a measure which will be introduced in both houses in a few days. It is much more impressive than any bills that have been presented heretofore on this subject, most of which simply provided for excluding Chinese or re-naturalizing the Geary law. This bill under consideration does not limit itself to any term of years, as did the Geary Act, but it passed in its present form would be perpetual, unless repealed. The bill declares that all Chinese, other than citizens of the United States or those who are secured in coming to and residing in the United States, shall be refused admission and returned to the country whence they came at the expense of the transportation company bringing them. The only Chinese permitted to enter the United States under the act are those who have become citizens by birth and naturalization, and officials of the Chinese government, teachers, students, merchants, travellers for pleasure or curiosity, returning laborers who must have a certificate or domiciled merchants. No Chinese diplomat or consular officials are allowed to enter the United States at any other ports than San Francisco, Port Townsend, Wash., Portland, Ore., Boston, New York, New Orleans, Honolulu, San Juan and Manila. Ports may be designated on the Canadian or Mexican boundary after contracts have been made with transportation lines to comply with the act. Provision is made for the registration of all Chinese now in the United States to be completed within six months after the passage of the act. All registered Chinese shall have a certificate with photographs attached, and those without certificates at the end of six months shall be deported.

KAISER'S SPEECH

At Opening of the Prussian Diet—A Gloom View of the Economic Situation. Berlin, Jan. 8.—The speech from the throne, read by the imperial chancellor Count von Buelow at the opening of the Prussian Diet to-day, took a gloomy view of the economic situation. It pointed out that the revenue from the state railways in 1901 falls considerably short of the estimates, and the whole results of the financial year disappointing. In the budget for 1902 the revenue is estimated below that of the current year, but the balance between the revenue and expenditure is to be maintained without having recourse to a loan. The speech announced legislation providing for the housing of state workmen and officials earning small salaries. Considerable credits are demanded for the extension of the state railways and the promotion and construction of light railroads. A new canal bill will be submitted to complete the system of waterways. Emperor William's speech concluded with pointing to the necessity of a measure against the agitation in the Polish districts in eastern Prussia, and declared that the upholding of the political and economic position of the German element there was a necessity for the self-preservation of Prussia, and promised that the government would fulfil its duty in cultivating the German national spirit in that region and in conducting, with firmness, all tendencies hostile to the state.

CANAL BILL.

Mr. Hepburn Opened the Debate in the United States House To-day. Washington, Jan. 7.—There was a fairly large attendance in the galleries of the House to-day in anticipation of the opening of the debate on the Nicaragua Canal Bill, which had been a special order to-day. By the terms of the order the bill will continue beyond the House adjournment of to-day. Without preliminary discussion the House went into committee of the whole for the consideration of the canal bill, and Mr. Hepburn, of Iowa, the chief opponent of the committee on interstate and foreign commerce, which reported the bill, took the floor to open the debate. Referring to the efforts of the Panama Company to build a canal by private enterprise he summed up their efforts as follows: "The company raised \$250,000,000 by the sale of \$435,000,000 of bonds, and after eight months the managers of the committee found themselves with the work less than one-fourth completed, penniless and bankrupt in money and character."

MISS STONE'S CAPTIVITY.

A Number of the Brigands Attempting to Re-enter Bulgaria. Constantinople, Jan. 5.—The news that the brigands holding Miss Stone captive are being headed off by the inhabitants of Turkish territory, where they are said to be in hiding, has caused a sensation here. A deadly feud is said to exist between the leaders of the hostile bands, some of whom are reported to have forsworn and are attempting to re-enter Bulgaria. Much anxiety is felt here with regard to the outcome of these developments. The American legation here has not yet received news from M. Garguion, the dragoman of the legation, who left Salonica for the interior the latter part of last month, with the purpose of conferring with Miss Stone's captors. Members of the legation say the rumors of Miss Stone's release are quite unfounded.

THE CANAL.

Representative Hepburn Says Panama Company's Offer Will Not Affect Bill. Washington, Jan. 6.—Representative Hepburn, chairman of the interstate and foreign commerce committee, has been advised by the secretary of state of cable notification concerning the Walla Walla disaster. The Panama Company to sell its properties, etc., to the United States for \$40,000,000, but he says this will in no way affect the progress of the pending bill, which, he claims, will pass by an overwhelming majority. He will try and get a vote on the bill on Wednesday.

MAY BE SETTLED.

Nanaimo, Jan. 8.—Capt. Fletcher, of the steamer San Mateo, is here. He has been engaged in adjusting the salvage claim which his vessel met for towing the steamer Victoria to Victoria. He believes the matter will now be settled without recourse to the courts. Private telegrams from Warsaw announce the death of Jean de Bloch, controller of state of Russia, a political economist and railroad expert.

IMPERIAL LIGHT HORSE

Regiment to Be Made Representative of the Various Colonies—Field Hospital Corps.

Ottawa, Jan. 8.—A cable from South Africa says the commander-in-chief there is desirous of making the Imperial Light Horse representative of the various colonies by the addition to its strength of squadrons from Canada and Australia. The military authorities have not yet been informed whether this new squadron is to be taken from the Canadian Rifles or made up of Canadians at present serving in South Africa. The Y. M. C. A. want to send Mr. T. S. Best, who accompanied the second Canadian contingent, along with the Canadian Mounted Rifles. Application has been made to the war office. The association is willing to pay all expenses. Three applications of 20 were selected this morning as the Ottawa quota of the Canadian field hospital corps for South Africa. Cattle Taken. Capetown, Jan. 8.—The latest capture by the Kimberley column is a Boer laager near Mookwaak with great numbers of cattle, guarded wholly by women, under the leadership of the wife of Commandant Debers. One hundred and fifty women were acting as cowboys and only six men were connected with the camp.

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THE CHINESE COURT.

Preparations for the Return to the Capital. Peking, Jan. 6.—The Chinese officials have requested the ministers of the powers to keep the legation guards within their quarters to-morrow in order to prevent the possibility of a collision between the Chinese and foreign troops. The ministers will comply. The families of the foreign diplomats will occupy buildings which the Chinese government has tendered them for the purpose of viewing the parades in connection with the return of the Emperor to Peking. There is adverse criticism of this course among the foreigners who are not satisfied that the ministers alone will remain in the legations. They believe that the crowds should be completely ignored. They say the presence of any members of the legations was construed as being a sort of homage, and will be thus proclaimed among the people. The foreigners are divided into two factions concerning the future relations of the diplomats with the court, one of them holding that they should be admitted to the fulfillment of the most formal obligatory ceremonies, and the other holding that in official and social relations the ministers should endeavor to be more intimate with the court than formerly, and should meet all Chinese advance in the most friendly spirit. Many foreign soldiers and a few officers to-day ignored the request to keep off the streets, which have been cleaned and accented for the royal procession. This is likely to create resentment. Railroad traffic between Peking and Pao-Ting-Fu, except on the court's business, has been suspended since the arrival of the court at Pao-Ting-Fu. Special trains for two days past have been bringing the court's baggage here. Official business monopolizes the telegraph lines and the postal service to Pao-Ting-Fu.

OFFICERS SOLD SECRETS.

Vienna, Jan. 7.—The trial began behind closed doors here to-day of Capt. Carina of the Austrian cavalry, on the charge of divulging military secrets to the French government in payment for which he is alleged to have received £2,000. Capt. Carina pleaded not guilty, and said he had never possessed nor had access to the information which he was accused of selling. Negotiations of a tentative character have been opened by an English firm for the purchase of the British Chartred South Africa company's copper properties in Rhodesia. It is understood that Americans are interested in the proposed deal. It is said that the price of the properties is \$3,000,000.

IS PROBABLE BETWEEN AMERICAN OWNED LINERS AND WHITE STAR AND CUNARD SHIPS.

London, Jan. 6.—Commenting on the firm of Richardson, Spencer & Co., English agents of the American steamship line, as successor of J. R. Ellerman, chairman of J. Pierpont Morgan's Leyland line, which is accepted as a fact, the Pall Mall Gazette this afternoon says it understands that with a change of chairmanship will be inaugurated a notable war of rates between the American owned lines and the White Star and Cunard lines. Chamberlain's Appeal. Asks Some British Millionaire to Assist University of Birmingham. London, Jan. 8.—Mr. Chamberlain, colonial secretary, presiding at a meeting of the governors of the university of Birmingham to-day, earnestly appealed to some British millionaires to relieve the university of all financial difficulties, and thus hand his name down to immortal fame as Andrew Carnegie had done. FIRE AT RAT PORTAGE. Rat-Portage, Ont., Jan. 8.—At 12:15 a.m. the alarm sounded for fire in a building on the southwest corner of Matheson and Second streets. The building was occupied by C. A. Chesterton as an insurance office, and owned by Charles Pope. It, together with the contents, were consumed. There was \$20,000 insurance in the Hartford on the building. The brigade responded promptly and confined the fire to the building.

HOW THE STATE WILL BE AFFECTED

THE CASE AGAINST SECURITIES COMPANY

Attorney-General of Minnesota Files Bill of Complaint in United States Supreme Court.

Washington, Jan. 7.—Attorney-General Wallace B. Douglas, of Minneapolis, filed to-day in the United States Supreme court the bill of complaint in the case of the state of Minnesota, complainant, against the Northern Securities Company, defendants. It is a long document, about 10,000 words, covering 32 pages of printed matter. The bill first points out the direct interest the state has in the proposed consolidation. It still owns more than 3,000,000 acres of public land valued at more than \$15,000,000, and traversed in part by the lines of the Great Northern and the Northern Pacific railroads. If the merger is effected these roads will cease to build spur into these lands or compete for their business. The value of the lands will not increase as it has under the spur of competition, and the state will lose in the taxable value of its property. The lands will not be opened for years and development will be retarded. It is next set up that the state expends more than \$700,000 annually in the operation and maintenance of its educational, charitable and other public institutions, that this is mostly covered by direct taxation. That the amount which can be raised and the successful maintenance of these institutions for the benefit of its citizens depend largely on the value of the real and personal property within the state, which in turn depends largely on free railroad competition. It has been the settled policy of the state to encourage railroad building by grants of lands, and in this way over 10,000,000 acres have been granted, nearly all of which has been granted to the Great Northern and Northern Pacific, and their subsidiaries. The House of Representatives has raised the rates on the preliminary shipments of wheat and other merchandise over the lines of the two companies have been lower than they will be under an agreement which contemplates unity of control.

THE CHINESE COURT.

Preparations for the Return to the Capital. Peking, Jan. 6.—The Chinese officials have requested the ministers of the powers to keep the legation guards within their quarters to-morrow in order to prevent the possibility of a collision between the Chinese and foreign troops. The ministers will comply. The families of the foreign diplomats will occupy buildings which the Chinese government has tendered them for the purpose of viewing the parades in connection with the return of the Emperor to Peking. There is adverse criticism of this course among the foreigners who are not satisfied that the ministers alone will remain in the legations. They believe that the crowds should be completely ignored. They say the presence of any members of the legations was construed as being a sort of homage, and will be thus proclaimed among the people. The foreigners are divided into two factions concerning the future relations of the diplomats with the court, one of them holding that they should be admitted to the fulfillment of the most formal obligatory ceremonies, and the other holding that in official and social relations the ministers should endeavor to be more intimate with the court than formerly, and should meet all Chinese advance in the most friendly spirit. Many foreign soldiers and a few officers to-day ignored the request to keep off the streets, which have been cleaned and accented for the royal procession. This is likely to create resentment. Railroad traffic between Peking and Pao-Ting-Fu, except on the court's business, has been suspended since the arrival of the court at Pao-Ting-Fu. Special trains for two days past have been bringing the court's baggage here. Official business monopolizes the telegraph lines and the postal service to Pao-Ting-Fu.

OFFICERS SOLD SECRETS.

Vienna, Jan. 7.—The trial began behind closed doors here to-day of Capt. Carina of the Austrian cavalry, on the charge of divulging military secrets to the French government in payment for which he is alleged to have received £2,000. Capt. Carina pleaded not guilty, and said he had never possessed nor had access to the information which he was accused of selling. Negotiations of a tentative character have been opened by an English firm for the purchase of the British Chartred South Africa company's copper properties in Rhodesia. It is understood that Americans are interested in the proposed deal. It is said that the price of the properties is \$3,000,000.

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