best in the world for sick

Women Need It. woman needs a copy of Doc mon Sense Medical Adontaining 1,008 large pages, which to pay expense of mailing only, ess Dr. P. V. Pierce, Buffalo, N.Y.

The bride arrived from her home the evening of Tuesday, the 12th Prof. E. F. Shelby and Miss May aker, of Victoria, were united in L. Pettus, of New Whatcom. After was served. The newly married received numercus presents. They spend their honeymoon in om as guests of Mr, and Mrs.

IMPORTANT CONCESSION.

angements Made for Free Admittance of British Columbians Into American Colleges.

a result of J. R. Anderson's visit to neeting of the Fruit Growers' Associa t Portland, and more particularly to different state colleges at Mo ; Pullman, Washington; and Corval-Oregon, arrangements have been made by students from British Columbia enter any of these institutions free of

mers' institutes in this province, ard home from his most important tour night, and says that he has received romise that, whenever practicable, sors from any of the colleges will, desired, attend meetings of he ge of publications and for the supply igh schooling in mechanical engi and domestic service, and the advanuch with such institutions can hardly

Anderson speaks in eulogistic terms ne Oregon Railway and Transportation any, which provide special lectures on ltural subjects at Institute meetings. otherwise pursue a most enlightened

The total municipal assets of New York, ding all public buildings, institut iratus, etc., amount to about \$900,000,-

# Victoria Times.

1,000 yards off the rocky shore.

that in the midst of the

Awful Confusion

a systematic effort to save the passen

vas scrambling for his own safety."

# Twice=a=Wleek.

VOL. 22.

VICTORIA, B. C., TUESDAY, FEBRUARY 26, 1901.

### Driven From Position

Boers Compelled to Fall Back After Severe Fight With Methuen's Force.

British Lost Three Officers and Thirteen Men Killed-Botha's Address

London, Feb. 22.-Lord Kitchener telegraphs the war office as follows: "Klerksdorp, Feb. 21.-Methuen's re marched here, having cleared the ntry through Wolmaranstadt. under Generals Devilliers mberbertg, opposed him. They strong position obstinately, but arned out after severe fighting, in the Yeomanry and Victorian and Lancashires distinguished

n men killed and five officers and five men wounded. The Boers men dead on the ground affered severely."
atches to the Daily Mail report a

nesburg rumor that Commandant-al Botha is suing for peace. Lord ons that no goods of any descripre to go forward by the Delagoa ne until further notice, with the This order is suppose te a big move eastward. Looted a Train.

urg, Feb. 20.-The Boers de culvert between Natalsprui ver, on the railroad just south ere at dawn to-day. They captured rain load of food stuffs and after g all they could conveniently carry, the rest and disappeared over

Botha's Address to Burghers. arton, Feb. 21 .- A deserter who ived here relates that Commanderal Lewis Botha assembled his on February 2nd and addressed He reminded them that the Amlonies fought for more than six to them to fight as long or ever

e of the burghers replied that they r, as the British were destroying crops and capturing all the cat-

where shall we get more ?"
Gen. Botha replied that the Lord provide them with the means of

New York, Feb. 21.—Sir Chas. Dilke quoted in a London dispatch to the ord as saying, relative to whether a's permission to England to ob-

is not a breach of neutrality, but endly act. Some countries never ne export of horses for war pur-The Turks for instance. Others,

ar, Cape Colony, Feb. 19.—Com nt Froneman's force, about 1,000 has separated from Gen. Dewet ewet is moving westward to nt Hertzog, who is com-

ith a fresh supply of horses. Mercenaries Shot. Feb. 23.-A dispatch to the from Pietermaritzburg reapture of a gang of German dynamiters who were destroy a bridge near After they were captured

escape, and some of them shot down. War Questions and Answers. ion, Feb. 22.-In the House of to-day Mr. Broderick, secre-

state for war, took occasion to anation regarding the retirehad been so much criticized at home by Lord Roberts for inthe field. Gen. Colville had n tried, and though his case red on his return to nd he had been allowed to rend at Gibraltar, he had nerated from blame. Subad brought the Lindley with Lord Roberts, wh that Gen. Colville should Broderick had accordance with his advice. natter would be brought to

n of the house later, and Mr. Redmond (Nationalist). mended Gen. Colville, but

o Mr. Dillon (Irish National-

ist). Mr. Broderick said he had received a telegram from Sir Alfred Milner, con-firming the ill-treatment of natives by the Boers at Calvinia. Sir Alfred Miler said he had no doubt but that the oers murdered the man named Esau, ho was flogged and afterwards shot.

Lord Cranborne, parliamentary secre-ary for the foreign office, assured Mr. dedmond that the Emperor of Germany had not offered to arbitrate the question of terminating the war in South Africa Replying to a question of the cost of the war. Sir Michael Hicks-Beach, chancellor of the exchequer, said that thus far £81,500,000 of bonds had been

issued, and the weekly issue was from £1.000,000 to £1.250,000.

Mr. Broderick imparted the information that the Boers in the field had been estimated at from twelve to twenty thousand. In January, there were 10. ners, and this number had

QUARTZ MINING. Price of Locations on Dominion Lands Reduced.

(Special to the Times.) Ottawa, Feb. 23 .- An order-in-counc has been passed providing that the price of quartz mining locations on Dominion lands be reduced to one dollar an acre, and that the necessary change be made in the several sections in the regulations in which the price is quoted at a higher ure. The order also provides that all Crown patents issued for quartz mining laims situated in the Yukon territory shall be made subject to the townsite provisions of the regulations governing administration of Dominion lands in that territory, other than coal lan tablished by order-in-council, dated 26th

## Wreckage Took Fire

Engines and Cars Demolished in a Collision Near Trenton, New Jersey.

Ten Passengers Were Killed and Twenty-Five Injured-Several May Die.

Trenton, N. J., Feb. 21.-A collision curred on the Amboy division of the Pennsylvania railroad about 5.30 this evening at Ruslings Siding, near Bordentown and about eight miles south of frenton. The "Nellie Bly" express, from New York for Atlantic City, collided with passenger train No. 330, running from Camden to Trenton. The number of dead so far as known is ten, and the number of injured about twenty-five. A special train at about 9 o'clock from the scene of the wreck, the crew. brought four dead bodies and eighteen wounded persons to Trenton.

's permission to England to ob-plies of horses for use in Africa among three Trenton hospitals. Other wounded were taken to Cooper hospital,

Among the killed was Walter Earl, en to be exported without committing gineer of the express, and James Birtrain. Most of the killed were Italians. Frank Boland, a passenger on train tria-Hungary, have a law against No. 330, an employee of the Pennsyl-where they are friendly disposed vania railroad, had both legs cut off. each of the belligerents, such es occasionally wink at a breach McGraw, fireman on the "Nellie Bly," was badly injured, but is expected to rehorses to Africa, and there is no of neutrality involved. It is a catch me if you can. There are precedents for refusing to al-es to be exported for war pur-of No. 330, was also injured, but his wounds are not believed to be serious. Most of the remaining dead and injur-

ed are Italians. The Italians were riding in the smoking car of the express train. They were being taken to Atlantic City to do construction work for the railway company. The two trains collided at full speed. molished. The forward car of each train in both instances, combination bag-gage and smoker, were entirely demolished also, and to add to the horror, the

wreckage took fire.

The second car of the "Nellie Bly" turned on its side and the passengers had to climb out through the windows. The track at this point is so close to the Deleware and Puritan canal that the passengers, in getting out of the over-turned car, got into the canal, and many of the bodies of the dead and injured had to be taken from the water.

Train Derailed.

Portal, N. W. T., Feb. 21.-The west bound passenger train on the Soo divn, was derailed six miles north of here this morning. The engine and all the enty passengers on board for the Pacific and jumped overboard. He was in the coast and no one was hurt.

IBSEN'S HEALTH IMPROVING. (Associated Press.)

Christiania, Feb. 23.-The cabled re et and novelist, who has been suffering rom inflammation, had suffered a re-apsed is unfounded. On the contrary condition is improving daily.

MANITOBA LEGISLATURE. Winnipeg, Feb. 21.-After the formal reading of the speech from the throne in the legislature to-day, the House adjourned until Monday next. Premier Roblin gave notice that the railway bills would be the first read on Tuesday

# WENT DOWN IN TWENTY MINUTES

Steamer City of Rio de Janeiro Struck Hidden Rock Outside the Golden Gate This Morning.

### MANY PERSONS HAVE BEEN DROWNED

There Was Great Confusion on Board After the Accident-In Trying to Escape Several Jumped From the Vessel.

· (Associated Press.)

Rio de Janeiro, Capt. Ward, from the Orient and Honolulu, struck on a rock early to-day just outside the Golden Gate and sank in twenty minutes.

venting her from entering the harbor. At ive o'clock this morning she weighed anchor and headed for the city in charge

for all on board to take to boats. The wildest confusion prevailed. The passengers and crew scrambled for the boats. send their passenger lists. In the endeavor to escape from the

Capt. Ward ordered several of the boats alongside, and the ladies of the cabin and some of the male passengers were placed in the a. The boats were manned by part of the crew and headed

So far as known but three of the ship's boats left the vessel.

On board the Rio were 29 cabin pass

the disaster, and already they are arriv-

There is unverified rumor to the effect that Consul Wildman, of Hongkong, and

mingham, baggage muster of the local his son, were among those who were not

Mr. K. West, Mrs. Reilly, Miss Lebman, J. K. Carpenter, Capt. Hechts, of the German navy; Wm. Caspar, of Toledo, Ohio; R. H. Long, of Honolulu; Freight Clerk Hurley, of the Rio: Second Officer Coghlan, Carpenter F. K. Trank, Watchman J. Russell, Store-

Quartermaster R. Mathieson, R. S. Leary and Fred. Tunsed. The steamer Sequoia brought in 20 persons, not included in the above list. It is reported that Capt. Ward locked himself in his stateroom and went down

keeper Boggs, D. Lane, water tender

with the vessel. Pilot Fred Jordan was picked up by one of the boats. He was severely injured and was taken to the hospital. The vessel sunk in less than 20 minites, and it is certain the list of fatalities will be large. Her smokestack and part of the pilot house are above water. Nineteen of the Chinese are known to Dodwell, Shanghai; J. F. Seymour, edistorekeeper; Albert Malcolm,

have been rescued. Hechts, a German officer, was rescued by the life-saving crew, and upon being taken ashore he was driven to the California hotel. He said, through an interpreter, that the fog prevented him and Mrs. Woodwarth; Dr. Okawahara, penter, Oakland, Cal.; Mrs. Ripley, Miss from seeing what was going on in the work of rescue. Hechts procured a lifepreserver, fastened it about his waist

Pilot Jordan was taken on board yes terday afternoon inside the Farallones. The ship laid-to until 4.30 this morning, when the weather cleared somewhat. The steamer then started under half steam toward Point Benito. She held to her course until 5.20, when the struck a rock. There was a terrible shock. The picked up; others were drowned. The H. Donahue, Seaman Howard. vessel kept an even keel for 15 minutes when she suddenly plunged downward than 100, were terrorized. Some of them bow first. A boat had been launched to examine the vessel's position. The boat contained Third Officer Holiand and J.

was picked up, but it is not known what San Francisco, Feb. 22.-The City of became of the third officer. Capt, Ward stood on the deck and superintended the !aunching of life-

> boats and rafts. Loss of Life Unknown San Francisco, Feb. 22.-The number

of lives lost in the wreck of the Rio is variously estimated from 50 to 150. It is almost certain that Consul Wildman, his wife and two children are among the lost. Nothing has been seen of vessel was plunging to the bottom of the the Wildman family since the vessel sea.

Purser John Rooney is missing, and all his papers are thought to have gone Shortly afterward the vessel struck a down with the vessel. Unless he shall hidden rock, and Pilot Jordan shouted be found alive or his pouch recovered it will be impossible fully to determine the total loss of life until the agents of the company in the Orient and in Honolulu and the men, crew and passengers who went down with the ship.

One of the rescued passengers gives it rapidly sinking vessel many jumped as his belief that the loss of the vessel was caused by the explosion of her

The bodies of four Chinese and two vhite women have been washed ashore. The Rio is now entirely under water. G. Englehart Saved.

George Englebart, formerly a mem-ber of the Colonist office staff, and whose mother and brothers still reside in this city, was among those rescued. He had een serving an apprenticeship aboard, having shipped on the ship at San Franboats, but our ing Victoria some three or four years ago. News of his safety comes in a pri-

Golden Gate this morning.

riel Hoerous; Dr. Dodd, Butte, Mont.;

many were drowned in their berths.

dered every assistance in their power.

Huddled in Little Groups,

of Japan.

Time was Limited. and I don't know how many boats were launched. I saw three boats filled with The Rio de Janeiro. people leave the ship, but what became

The Rio de Janeiro is a Brazilian ves- of them I had no means of ascertain-The Rio de Janeiro is a Brazinan vessel, having been named after the port ing."

Previous to being appointed a sel, having been named. She was built Capt. Ward had been in the employ about twelve years ago, Jordan was in the Pacific Mail Steamship company command of the Wellington, the Bristol and the wellington of the Bristol company command of the Wellington between years ago. She was 345 feet long; 38.6 for many years. He first entered the and other coal vessels plying between feet beam, and 28.9 feet depth of hold. service as a cadet on the steamship this port and Puget Sound. He was She was iron built, and a single screw Tokio, and in 1888 was assigned to the a remarkably successful navigator, and S. B. Wakefield, of Oakland, steamer of 3,548 gross and 3,275 net command of the Rio de Jaheiro. Later never before had any notable misfortonnage, and 339 horse-power. She was he was transferred to the Peru and then tune. built by J. Roach & Sons, of Peru, in to the China, then to the City of Pekin. 1878, and was owned by the Pacific He was placed in charge of the Rio da Mail & Steamship Co. She had triple Janeiro again, and has been three years expansion engines, and was electric and a half on the ship. Capt. Ward lighted. She flew the United States was 35 years old and a native of North Carolina. A sister and two brothers

are residents of Raleigh.
Capt. Frederick W. Jordan, the pilot San Francisco, Feb. 22.-It is thought that nearly 122 persons were drowned of the Rio, was rescued by an Italian by the sinking of the Pacific mail steam-fishing boat. Rio de Janeiro when entering the

List of Missing.

As nearly as can be learned, there The lost number 122, classed as fol- Zong Chong, Dr. Okawahara, Dr. Dodd, ows: Passengers, 24; officers, 19; crew O. H. Henshaw, Mr. and Mrs. Wood-

ese), 36; steerage (Asiatic), 43. | worth, Mr. Dodwell. Following is the cabin passenger list, almost complete: Corsul-General Rounsising: William Ward, captain; W. the steamer Japan off the Chinese coast missing: William Ward, captain; W. the steamer Japan off the Chinese coast missing: William Ward, captain; W. the steamer Japan off the Chinese coast missing: William Ward, captain; W. the steamer Japan off the Chinese coast missing: William Ward, captain; W. the steamer Japan off the Chinese coast missing: William Ward, captain; The following lists of those known to purse: Russell Brigton, quartermaster; The following lists of those known to Following is the cabin passenger list, The following officers and crew Mr. and Mrs. Wakefield, of Honolulu: McCoun, first assistant engineer: Brady J. K. Carpenter, mining engineer, Oak- second assistant engineer; Monroe, third land, Cal.; Miss Rowena Jehu, Hono-lulu; William Brander, London; Mr. doctor; D. A. Smith, water-tender; Matheson, Shanghai; Capt. Hecht, Ger-man navy; Capt. Holtz, Shanghai; Mr. tender; H. Scott, steward; Bordg, tor of the American, Manila: Mrs. K. Watchman; McArthur, storage watch West, San Francisco; Miss Leheran; man; Mrs. Dorman, stewardess. Russell Harper, journalist, Nagasaki; Mr. and Mrs. Hart, Manila; Mrs. Gab-

The following are rescued: Cabin-Attorney Henshaw, Butte, Mont.; Mr. William Bradier, London; Jas. K. Car-Lehren, Russell Harper, E. C. Howeil, The Rio de Janeiro struck at 5.40 R. H. Long, G. H. Entz, Capt. Hecht, o'clock. Most of the passengers were R. Holtz, William Caspar, Toledo,

below at the time, and it is believed Ohio. Steerage-Frederick Castrini, W. D. A number of Italian fishermen who Wade, Japanese, Honolulu; 48 Chinese were just starting out this morning saw | and 4 Japanese the sinking of the ship, and also ren- Crew-Second Officer G. H. Coglan, Third Officer Holland, Chief Engineer Capt. Ward tried to keep the pas- Merlihey, Ship's Carpenter sengers from panic, but he succeeded Cramp, Freight Clerk G. J. Englehardt, only partially, as many of the terrified R. H. Leary, Quartermaster R. M. people rushed to the railings and jump- Mathieson, Quartermaster Fred. Linded overboard. Some of these were strom, Storekeeper E. Boggs, Steward

Chinese crew, to the number of more San Francisco, Feb. 23.-The sinking of the Pacific Mail steamer Rio de Janeiro after striking a rock in the Golden Gate during the dense fog yeschattering in fear. Others crouched close to the deck, mosning pitifully. terday morning was the most appalling K. Carpenter, a capitalist of Oakland. Many jumped into the sea. Capt. Ward Cisaster this coast has known for many The Rio, in her plunge, strack the little remained on deck until the vessel had years. craft and it was destroyed. Carpenter settled to such an extent that the water

was engulfing him. Then he went up more victims are at the bottom of the on the bridge, and from there continued sea, and many of them may never be to issue his directions, although by this recovered. The water where the ship student. t.me the confusion was so great that lies is deep, and the current swift, and Chas. few paid any attention to his commands. the dead, with most of the wreckage, from Hon That the steamer sank almost imme- probably will be carried far out into the liately after striking is the report of a Pacific. najority of those rescued. Some of the The number of lives lost may never be

sengers say that she instantly listed known exactly, owing to the fact that forward, and that in five minutes she the ship's records were lost, and it is went down, while others declare that | practically Impossible to Tell the stayed affoat for half an hour after

just how many Chinese were in the The wreck lies about three-fourths of steerage,

a mile south of Fort Point, and about The Call to-day, basing its figures on a statement of the Pacific Mail Steam-There are several conflicting stories ship officials, says that 122 persons per- is variously estimated at from twentyconcerning the fate of Capt. Ward. The ished. The Chronicle gives the number four to forty-three. steward of the Rio says that he stood at 128, and the Examiner states that beside the captain when the vessel went 111 cannot be accounted for. down. Two other survivors say they saw the captain to the last, but Freder-difficulty has been experienced in obtain-The cargo will be a total loss. Much ick Lindstrom, the quartermaster of the ressel, emphatically declared that Capt.

Ward emulated Admiral Tryon, of H.

M. S. Victoria, in going down with her general manager of the Pacific Mail behind a locked door.

Steamship Co., in discussing the loss of Quartermaster Officer Lindstrom was the Rio de Janeiro, said he thought the one of the first to land at Meiggs's wharf 1-lame was due to Captain Ward in this morning, and one of the first state-bringing his vessel in during a fog. ments he made was that Capt. Ward "Time and again," said Mr. Schwerin, had gone down with the wrecked ship.

According to his story, Capt. Ward, leave or enter port during a fog. It is after consulting with Pilot Jordan, came crroneous to think that when a pilot Francisc. down from the bridge. "He was stand- Leards a vessel that the captain has no ing on the deck when the vessel crashed responsibility. A pilot is simply a guide upon the rocks. There was a cry of for a captain. 'Man the boats,' but it was apparent

"The statements made to me by Pilot. Jordan indicate that there was a Fog Hanging Around the Heads.

and I think that undue haste was shown gers would be of no avail. Everybody by the captain in bringing his vessel in. I cannot understand why there should It was at this time that Lindstrom says he saw Capt. Ward standing on sidering the vessel lay outside all night. the forward deck. Suddenly the cap-Captain Ward was a careful officer, and tain turned, and, walking hurredly to I learn that when he reached Hon his cabin, disappeared behind the door, with the Rio he waited outside the bar which he closed. A second later the for 11 hours rather than take any chances in the rough weather.

quartermaster, "when I heard the pilot best officers. He was brought up in yell, and the next instant the ship our service, and we all feel deeply over struck; instantly all was confusion. his loss and those of his comrades." Many of the passengers had assembled on deck to see the harbor as the ship passed and the women seemed to lose passed, and the women seemed to lose Mail Co.'s officials state that the pilot control of themselves. They screamed, was subject to the orders of the captain, were apparently dazed by the sudden- wreck of the Rio, which, for awhile hung ress of the calamity. My attention was on a pinnacle of the rock where she claimed by the ship, however, and I saw struck in the Golden Gate so that parts at once she was badly punctured. When of the upper parts were visible, has she struck she was beginning to settle

down. When I saw all hope of saving and is now entirely out of sight. the vessel was lost, I turned in and aid-Fort Point, opposite which Pilot Jordan claims the vessel struck, marks the narrowest point of the entrance to the kong, homeward bound. ed the officers and crew in saving the dan claims the vessel struck, marks the bay and is usually given a wide berth, by mariners. The tide here runs high, and at times has a swirling motion. Off Fort Point lie several sunker rocks, forming a dangerous ledge on the conts. The Chinese were omore panic-stricken than the white women. They ushed about the deck shouting, and some of them jumped overboard in their frenzy. We did our best to get the forming a dangerous ledge on the southerly edge of the Fairway channel of the on Golden Gate, but close under the shore As

Jordan declares the loss of the steamer

Could Not Be Foreseen. According to his story the vessel drifted half a mile broadside in the fog that enveloped the homebound steamer like a pall, and no man could have judged either the direction or the velocity of the invisible current that changed her course and sent her on the Fort Point

of the Chinese crew 36 were drowned. Since 1890 the Rio had several acciwere 201 people on board the Rio de missing: Rounsaville Wildman, wife, dents. During the past fifty years the Janeiro as follows: Cabin passengers, two children and nurse; Mrs. K. West, Pacific Mail Steamship Co. has lost nine-29; steerage (Asiatic), 58; second cabin, J. T. Seymour, H. C. Matheson, Mr. teen of the fleet. The foundering of the 7; white officers, 30; Asiatic crew, 77. greatest loss of life, as 200 of the 300 passengers on the Golden Gate were lost

have been drowned and those saved are their academies was responsible for the believed to be accurate:

their academies was responsible for the refusal of sailors to enlist in the navy,

Passengers Drowned. consul general at Hongkong. Mrs. Wildman, wife of the general. Rounsaville Wildman, jr., son

onsul general. Dorothy Wildman, daughter of the consul general.

Miss Kate Reidy, of San Francisco, overness of the Wildman children. Mrs. Sarah W. Wakefield, of Oak-

Miss Naomi Wakefield, daughter Mrs. Wakefield. Miss Rowena Jehue, of Alameda. Alfred Hart, jeweller of Manila, form-erly of San Francisco and Los Angeles. Mrs. Alfred Hart. Wm. A. Henshal, attorney of Hono-

Harry Guyon, painter of Petaluma. Wm. E. Dodd, oculist, Butte, Mont. Angello Cusvoni, foreman of Lowry sugar plantation, Kuani. Charles Downdall, barrister of Shang-

ai, with family, residents of Santa Wm. McPhee, of Son Francisco A, Woodworth and Mrs. Woodorth, of Denver. H. C. Matheson, of Yokohama

H. F. Seymour, editor of the Manila American.

Japanese servant of Mrs. Onkawar.

NO. 8.

Mr. O. Da Jap, merchant, from Hono-

Mr. Sakuri, Japanese merchant, from Mr. and Mrs. Takatat. Honolulu.

F. Sito, Japanese, from Yokohama. Mrs. Dikahamaseke, Yokohama. Miss Hikaseki, Japanese, from Yoko-Miss Hamasaki, Yokohama S. Taumuro, Japanese, from Kobe, The number of Chinese passengers lost

Officers and Crew Lost.

Capt. W. Ward, of San Francisco. J. C. Johnson, first officer, a Russian Finn of San Francisco.

Jno. Rooney, purser, resident of Ocean

R. T. MacGoun, first assistant engineer, San Francisco.
T. H. Brady, second assistant engi-

neer, San Francisco. W. A. Munro, third assistant engineer, Harry A. Scott, steward, San Fran-

Mrs. J. L. Dorman, stewardess, San D. A. Carvin, quartermaster, lived on

Edward Barwick, butcher, San Fran-A. Malcolm, saloon watchman, lived

on the steamer.

Jno. A. McArthur, steeringe watch an. San Francisco. J. J. Smith, water tender, San Fran-

H. M. Lewis, water tender, San Fran Fred. D. Greenway, oiler.

The Saved Passengers. Jas. K. Carpenter, mining engineer, of

D. H. Long, produce shipper, of Peta Capt. Max. Hecht. German army of-

Wm. Brandon, London Stock Ex Miss Frances Ripley, seamstress, San

Robt, Holtz, German merchant, Shanghai. Mlle. Gabrielle Lehrin, French maid, of San Francisc

Mrs. Kate West, Red Cross nurse, of San Francisco. Wm. E. Casper, fireman, on sick leave

Fifteen Chinese passengers were saved as far as any record can be obtained. The following passengers, who started on the Rio de Janeiro from various Asiatic point, left the steamer at Hono there is a light on top of the fort, and a fog bell, but the latter cannot be heard far when a westerly wind is blowing.

Secretan, from Shanghai; W. W. Castle

mariner on this coast for over twenty Intosh, from Hongkong; L. Horn, from The bodies of eleven victims lies at

native of New York, widow of the late Mrs. Alfred Hart, of Manila. Chas. Downdall, a barrister, of Shang-

Edward Barwick, a German, 45 years Angelo Gussino ardess of the Rio. A Japanese identified as the engineer's

ness boy. Four identified Chinese. UNITED STATES OFFICERS Charged With Tyranny and Oppression

in Army and Navy. Washington, Feb. 21.-In the House to-day, during the consideration of an amendment to the deficiency bill to preoff the coast of Mexico in 1862, while Coburn, of Iowa, used very strong lan-400 Chinese were lost in the wreck of guage while inveighing against the practice steamer Japan off the Chinese coast tice of hazing, charging that the habits of tyranny and oppression formed by and for the large number of desertions from the army. Moreover, he alleged Rounsaville Wildman, United States that officers stood by each other when in trouble, saying that the commanders of twenty-five vessels of the navy lost since the civil war had, with one exon, escaped with slight punis Mr. Cannon, of Illinois, and Mr. Davfended the navy.

NEGRO LYNCHED.

Lake Charles, La., Feb. 21.-Thomas vital, colored, charged with assaulting a 13-year-old white girl, was taken from his home near Fenton by a mob and lynched early to-day, Samuel Maddox defend Vital, was shot to death. Vital had been previous ly shot in the leg by the girl's father, and was resisting the officers when the mob captured him.

PORTLAND EXPOSITION.

Portland, Ore., Feb. 21.-Articles incorporating an exposition to celebrate the anniversary of the arrival in Oregon of the Lease & Clark expedition in 1805 will be filed with the secretary of state at once. The Oregon legislature will be asked to pass a resolution guaranteeing state support and also a resolution ask-American. Ing congress for an appropriation for Dr. Onkawara, Japanese physician, the exposition, which will be held in this