UP-TO-DATE

To Install

Vancouver, Sept. 5.-Messrs. Stone and Webster, of Boston, the millionaire

where the Boston engineer will check up the report of the engineer formerly sent out to examine and report on the Chinese Edict Stave Lake power. If this report is found to be accurate, \$150,000 will be deposited in the bank at once, according to agreement, and work will be commenced on the big dam. By the middle of November, according to an agreement with the city, \$100,000 will have been

with the city, \$100,000 will have been expended.

Gapt. Mackenzie, before leaving for Victoria yesterday, stated to an inquiring friend that the Langley and Vancouver Island ferry scheme was all settled satisfactorily. It was learned from another source that the ferry scheme and the Vancouver, Westminster & Yukon railway scheme were being carried out as one proposition, and that when connections were made with the Great Northern at Westminster for Vancouver, the ferry would be run in conjunction with the Great Northern's British Columbia branch.

The statement made in the Colonist.

THE OPHIR.

Royal Yacht Left Cape Verde Yesterday for Quebec.

St. Vincent, Cape Verde Islands, Sent.
5.—The Royal yacht Ophir, with the Duke and Duchess of Cornwall and York on board, escorted by the British cruisers Diadem and Niobe, sailed for Quebec today.

Quebec, Sept. 5.—Vessels of the North American Beet arrived here today to await the coming of the royal party.

Being Looked After.

Ottawa, Ont., Sept. 5.—The problem of maintaining order and keeping open the route of the royal procession in the principal cities on the occasion of the coming visit of the Duke of Cornwall and York is a very serious one. The authorities in some cities have asked the militian department for the assistance of the military. The department is quite willing to grant the services of troops, but as the maintenance of law and order depends upon the civil authorities, the military will simply cooperate with the municipal authorities. Outside of Quebec, Toronto and Halifax if extra troops are brought into the cities, the expense must be borne by the municipal authorities. Census clerks have been looking up the records and found that the Conservatives paid their men better than the present government, although the total cost of the last census was 50 per cent. less than the present one.

THE DUKE'S VISIT.

Maintenance of Order in the Oitic Being Looked After.

AGAIN POSTPONED.

Towns-Gaudaur Race Now Fixed for

electrical engineers, who are operating the Snoqualmie Falls plant at Seattle, have finally signed an agreement with the Stave Lake Power Company to instal a half million dollar power plant at Stave Lake, and carrying the power to Westminster, Yancouver and way points. Mr. A. G. Ferguson, general manager of the company, is now on his way from Boston, accompanied by Stone and Webster's consulting engineer. They will proceed direct to Stave Lake, where the Boston engineer will check

Has Arrived

Li Hung Chang Intimates That Peace Protocol Can Now Be Signed.

Prince Chun is Getting Very Little Attention in

Continuing Investigation

Counsel Representing Survivors Apply to Be Allowed to Cross-Examine.

More Evidence by Officers and Crew of Islander on the Disaster.

When the court of enquiry to investigate the Islander disaster resumed yesterday morning, Mr. Griffin renewed his application of the opening day to be permitted to appear and orally examine the witnesses. He stated that he did not appear as counsel instructed to bring any actions against the company or to take any proceedings, but thought that in the public interest the court should allow him to attend for his clients and assist the court in bringing out the facts.

Mr. Geo. A. Stewart Potts stated that when the court opened he had been without the definite instructions to enwhen the court opened he had been without the definite instructions to enable him to make such an application, but today he was in a position to request that as the representative of over thirty of the survivors he be permitted to appear before the commission and not only cross-examine the witnesses, but call evidence on his own account for the purpose of bringing out facts which would enable the court to fix the responsibility. While he had full confidence in the integrity and ability of the court, he believed he was safe in pledging himself as counsel to the extent of saying that he was in possession of material of which the members of the court could know nothing, and which would be of great assistance, if substantiated, in arriving at a couclusion upon the matter. He pointed out that the only counsel allowed to be present was Mr. E. P. Davis, K. C., representing the C. P. N. Co., who was allowed to ask and would no doubt ask all the questions necessary for the purpose of bringing out every fact favorable to the owners, whereas no other lawyer was permitted to cross-examine the witnesses. On the other hand if the survivors and claimants vished to bring forward any evidence, they must put their witness in the box, allow him to be examined by the commissioners, and then give Mr. Davis a free hand to cross-examine them without my reply and without any answer. He stated that in view of the ruling of yesterday he had communicated with the minister of marine and fisherles under whose direction this investigation is held, and had asked that counsel be appointed representing the government, or that an order be made under the set allowing connsel for the claimants to appear, and that unless such an order were made or the commissioners allowed cross-examination of the C. P. N. witnesses, his clients would refuse to at

BUSH FRES

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SECOND OFFICER POWELL.

Second Officer George Powell was then called. He stated that he relieved the pilot, about 9:15, while that officer went to supper, and soon afterwards on being relieved by Capt. Foote witness went below. He was awakened when the accident occurred by a knock on the purser's door. He heard no shock. He went to the boat deck and took charge of the work of lowering the boats on the port side. Some of the crew assisted. No. 4 boat was crowded with passengers before it reached the water. Many jumped into it from the saloon deck as it was being lowered. There were about 20 or 25 in it. It had capacity for 35. Two other boats had been lowered previously. Witness saw the captain when he went on deck. The captain was on the port side of the bridge. When leaving Skagway he saw both the captain and pilot, and both were sober. After lowering the boats on the port side he went to the starboard side and assisted to lower No. 3 boat. Ladies were passed into this boat from the saloon deck. He saw two or three ladies and Dr. Duncan on the passenger deck. They saw a raft and shouted to the occupants to come alongside, but having no means to propel it those on it could not. The ship ags sinking rapidly and the raft had all it could do to keep clear.

To Capt. Thompson witness said that he went down with the ship, and on

To Capt. Thempson witness said that he went down with the ship, and on reaching the surface swam to the raft. The captain, pilot and steward were on it. He could see no boats from the raft. From the time he awoke until he

Gur First

STYLES AT

Consignment

Of Fall Goods in the Upholstering, Drapery and Curtain line are now on sale, and we can only say that for coloring. artistic effect and value we have sur-passed ourselves in these last purchas-

Latest Novelties From PARIS, BERLIN, LONDON.

WEILER BROS

WILLIAM TOWNSEND.

was in the water he thought about six minutes had elapsed. He could not see lowering some of the boats. Witness any ice when on the raft, but after daylight saw a great deal.

To Capt. Gaudin witness said that he had received no instructions from the captain as to his duties in the event the vessel struck he heard the crumbling of ice.

To Capt. Gaudin witness said that he had received no instructions from the captain as to his duties in the event of accident. Since he joined the ship in May witness overhauled the boats three times. The equipment was in good condition, davits were clear, and an inspection showed everything satisfactory in this regard.

the vessel struck he heard the crumbling of accident. Since he joined the ship in May witness overhauled the boats three times. The equipment was in good condition, davits were clear, and an inspection showed everything satisfactory in this regard.

THE STEWARD.

Steward Simpson gave evidence that the captain and pilot were both sober when the steamer left Skagway. Dinner was served soon after leaving Skagway. The captain sat at the second table and witness did not see him again until after the accident. Witness was asleep when the accident courred. He felt the shock, dressed and was on deck in about three to five minutes. His stateroom door was jammed by the concussion and he was obliged to get out of the window. He saw the chief officer on leaving his room, and was ordered to report to the bridge. He did so and the pilot told him to call the passengers. Witness and the second steward did so, and witness fastened life belts on a lady and little boy who stood on the main deck. He was asked by some of the passengers some 7 or 8 minutes had elapsed. When witness arrived. He went 17 or 18 people in this boat. There were 17 or 18 people in this boat. The retired to take charge the passengers who were dressing. The persever on. He threw to the passengers who were dressing. The pense and the folion to him to save himself. The lights went out at this time and witness said that he found nome of the doors jammed but his own. He opened a number and hauded life belts to passengers who were dressing. There were windows in the rooms and a glass panel in the doors through which passengers. There were windows in the rooms and a glass panel in the doors through which passengers could escape. He reached a raft after leaving the yessel and fell off through its tipping the pease and fell off through its tipping. He reached a raft after leaving the yessel and fell off through its tipping.

DECK BOY'S STORY.

lander had left Skagway at 7:20 and witness was on the bridge off and on until 11:50, when he went below. He went on the boat deck at 12:30 a, m, and spoke to Capt, LeBlanc, the pilot, who was on the bridge. He then went in the dining room and had lunch with the captain and some others at about 1 a. m. About 3:10 when the accident occurred Capt. Foote jumped up as soon as the accident happened and went to the bridge, witness following. The captain asked the pilot where they were, and the pilot replied that Point Hilda was passed at 1:35 a. m. Capt. Foote then asked where the boat was headed, and the pilot replied "north." Witness then heard Capt. Foote order "clear away the boats, swing them out, but don't lower them." Two or three minutes later he ordered the boats to be lowered. Witness assisted, and got in the last boat. When the boat left the side there were about 18 in it. Four or five minutes afterwards the vessel foundered. He heard a rush of air when she went down, for the lights had gone out a couple of minutes after thew left her. His boat dropped astern and remained for fifteen minutes. Then went ashore. They transferred some passengers to the purser's boat, which went back to the wreck, and witness's boat went ashore, landing about 20 minutes to 4. It was then daylight. Shortly after he landed the purser arrived with a number of pussengers, and 20 minutes later other boats arrived.

The shore was broken and rocky, not water worn, but ragged rocks, which

a number of passengers, and 20 minutes later other boats arrived.

The shore was broken and rocky, not water worn, but ragged rocks, which would have injured the steel boats had they landed abruptly, but as far as witness knew none were injured. The tide was about at half ebb. Fires were built on the beach and the work of restoring the unconscious peeple begun.

To Capt. Gaudin witness said that he had reached the boat in which he left the wreck by sliding down the tackle. The majority of those in it jumped from from the boat and passenger decks into it as it was being lowered. There was no panic to speak of in the saloon when he went back to his stateroom from the boat deck, but there was a general rush for the boats when the crew began to lower them. Every effort was made to save the passengers. Neither captain nor pilot were under the influence of liquor. Witness had been twenty years at sea. He said in answer to queries by Capt. Gaudin that nothing more than what was done could be done for the careful navigation of the vessel. Every officer was in his place.

A. C. BEECH.

A. C. Beech, passenger, said he had

Service of the control of the Contro A. C. BEECH.

A. C. Beech, passenger, said he had traveled considerably on steamers, having been 12 times across the Atlantic, and 3 times to and from Skagway. He retired at 10 p.m. on the night the Islander left Skagway, and wakening to feel a sinking sensation, he found his room-mate gone. When the room-mate returned he said that something serious had happened, and yanked witness out of bed. Witness dressed, and going out, saw several people wearing life preservers. The second steward was bustling about with some in his arms. With of bed. Witness dressed, and going out, saw several people wearing life preservers. The second steward was bustling about with some in his arms. Witness were to the hurricane deck, where they were swinging out the last boat. He stood by to see what was going on. There were only two sailors there. The boat must have been heavily loaded, for they could not hold her, and took a couple of turns around the davit. When this boat was lowered he thought of saving himself and looked around for the rafts. With others he assisted to lower a raft, being afraid of puncturing the cylinder if they dragged it, two or three among whom was witness, started to arry it to the rail. The chief steward then came up from the cabin. By the time they got the raft to the rail on the upper deck forward they were walking in water, and when the raft was put over the rail it drifted off. The raft on whether by reason of the current or that the steamer was going ahead, witness could not say. As it drifted past the steamer's side witness saw the captain on the bridge, and the master, thinking the raft was a boat, called from the bridge, "Stand by with the boat." The steamer then slid forward and went down. It was foggy and those on the raft could see no distance. There were no boats alongside the steamer when she went down.

To Capt. Gaudin witness said that

went down.

To Capt. Gaudin witness said that when he left his stateroom he saw the steward opening doors and seeing that the people went up on deck. When witness went up he did not see any need of rendering assistance; in fact, he seemed to be in the road. Everything that could have been done was done for the safety of the passengers. He came ROBBING A CHUR

or from those in similar condition to themselves.

In answer to questions by Capt. Gaudin, witness said that he saw the captain on the bridge as the raft floated by, and one minute after that the steamer went down. Capt. Foote was alive at daylight. He was restless and kept swimming around looking for those he knew. In the first part of the might the captain had been sitting on the corner of the raft with witness, who said he gave the captain a smoke. He got off and swam around to the other side. Then the raft began capsizing and some of those on it left it to go to another raft. Every time the raft straightened up those on it counted, in order to see if all had regained it. Witness remembered missing the captain after a count, and a man near him told witness that he had seen the captain throw up his arms and go down. Witness said it was remarkable where he did go. He couldn't go down, for he had on a life-belt, and he "didn't go up in a balloon." He could not take his life-belt off unless he slipped it over his head. There was a chance that he had been too close to the raft and had been caught underneath it when it capsized. Two were drowned in that way.

There was a big fat Chinaman on the raft, on his hands and knees, and he floundered around, causing much of the tipping of the raft. When the raft went over he grabbed everybody he could lay his hands on and clambered back over them to the raft. One time he saw him nearly cause a man to drown by climbing over him in this manner. The CAPT. McLEOD'S EVIDENCE.—
Capt. McLeod. master of the Danube, testified that the management of the vessel at sea was left to him. In coming through Stephen's Passage he had often met ice, and sometimes had not. He had seen blue ice, the color of the water, which was very difficult to see. This blue ice was ballasted by rocks, water soaked and floating low in the water in large blocks which could hardly be seen. He went slow, if he did not stop altogether when among ice. On a clear night such as that described when the accident occurred, he would not go slow. It was not necessary. He had never been "called down" for making slow trips.

CAPT. HARRIS.

Capt. Chas. I. Harris, a passenger, said he had made the trip to and from Skagway eight times, and all the steamers he had been on had run at full speed through Stephen's Passage. The Is-

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The council Monday being be Tuesday, the we handled ed adjour law to the Jam a letter stating laid be had bee Messr they we erty on las stream all carried ers. The for a result of the corposition to the plained officer wimmedia James overdue Ald. It the cut committee the counter. It

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Rev. Dr. Gibson Stirs Up Pro-**Boers at London Methodist** Conference

And Dr. Leonard of New York Backs Up Great Britain.

Some of the Delegates Object to Speeches on the Subject.

London, Sept. 5 .- Most of the time of today's conference was taken up by reports on the progress of Methodism in the United States and Canada, Mexico and South America. The proceedings

Grand Forks, Sept. 5.—(Special.)—According to official figures furnished by P. T. McCallum, assistant Dominion census commissioner, the population of the amalgamated cities of Grand Forks and Columbia is in round numbers 2,-500

iA Chinaman was fined \$20 and costs in the police court today for infraction of a new city by-law which provides that all laundries must use city water,

ROBBING A CHURCH.

Hamilton, Sept. 5.—Special.)—Archibald Lancely, son of the caretaker of Centenary church, Hamilton, has been arrested on the charge of having stolen a collection plate last Sunday night containing about \$100.

CANADIANS

BEST SHOTS

Vanguish Pick of United States Riflemen at Seagirt Ranges.

New York, Sept. 5.-The Canadian team of rifle shooters defeated the United States team at Seagirt this afternoon by 28 points. The total scores were: Canadians, 1,522; American, 1,494.

"MUSCLES IN KNOTS"

loints all stiffened and swollen -dagger-like pains, suffer-ings that no man can describe-this is the experience of thousands of Rheumatism's victims.

Do you know that there isn't a case, no matter how acute or how long standing, that South American Rheumatic Cure will not relieve almost in a trice and work a permanent cure. Its action on a system so disordered is marvellous. It works quickly, quietly, effectually and harmlessly, and leaves no bad after effects. It does not cure all diseases, but it does cure rheumatism. Sold by Jackson & Co., and Hall & Co



Don't Put the Cart Before the Horse.

nearly cause a man to drown by climbing over him in this manner. The Chinaman was the cause of the raft upsetting several times.

The inquest was then adjourned until this morning.

But where it should be, and bay your draught harness from us; then your horse will be comfortable, will do better work and you will be in pocket.

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