

SUDDEN DEATH OF CAPTAIN RUDLIN

PIONEER SKIPPER DROPPED DEAD TO-DAY

Expired on Street in Vancouver—Remains Sent to Victoria—Sketch of His Career.

(From Wednesday's Daily). "Capt. George Rudlin, of the steamship Princess Victoria, dropped dead at 11.15 o'clock this morning at the corner of Granville and Hastings streets, Vancouver."

Such was the surprising and startlingly sad message which the Times received at noon to-day, and which will be read by the public with deep regret. Whole-hearted and of a kindly, genial disposition, the venerable skipper was held in the highest esteem by his fellow citizens in Victoria, while throughout all the province, as in his home city, he had a legion of friends. The cause of his sudden demise is attributed to heart failure.

Capt. Rudlin was a pioneer steambot man in these waters. In the days of the Otter and Beaver he was a commander, and just how well known he is to the general travelling public may be inferred from the statement that during his long term of service in these waters he has completed over 8,000 round trips between Victoria and Vancouver. Away back in 1855, when Canada's transcontinental dream, the Canadian Pacific, became a reality, the captain was in charge of the Yosemite. He held command of the Beaver for a time, and from the old to the new—the Princess Victoria—his life career has marked an important epoch in the betterment of steambot service on this coast.

Captain Rudlin was born in Essex, England, in 1836, and at the age of 12 joined a fishing smack at Colchester, England, and followed this vocation three years. He then spent a short time on Newcastle colliers, and subsequently shipped on the steamship Victoria as an ordinary seaman. The brig London for Valparaiso was his next berth, and after reaching the South American port he signed on the ship Red Gauntlet for San Francisco, arriving in the spring of 1856. He immediately found occupation on a Sacramento river schooner, where he remained for a year, and then went to Puget Sound on the barque Ella Francis, which loaded coal at Whatcom. He was next on the barque Sarah Warren with Captain Gove, but after making one trip left her in San Francisco and went to Humbolt Bay on the brig George Emery.

When the gold excitement broke out on the Fraser river he started overland for the mines, but on the way encountered Col. Joe Hooker, who was constructing the military wagon road through Oregon to California, and worked for many months afterwards going to Myrtle Creek, where he wintered. In the spring of 1859 he went to the mouth of the Umpqua and took passage on the steamship Columbia for Esquimaux. He found employment in the neighborhood of this city until the spring of 1860, at which time he settled on Discovery Island. While there he bought the schooner Cirrus, and after sailing her two years in the wood trade to Victoria built the schooner Discovery for the coal and lumber traffic. The first cargo was lumber from Port Madison mills to W. P. Sayward's yard in Victoria, where a portion of it was used in the erection of the First Presbyterian church. After five years in this business he left the Discovery and sailed the Black Diamond for three years, and then took charge of the steamer which he used to tow the Black Diamond. He was later master of the steamer Grappler, and with others formed the British Columbia Towing & Transportation Company, and acquired the old steamer Beaver from the Hudson's Bay Company, commanding her for nearly three years. He was on the Alexander for a few months, and subsequently entered Mr. Spratt's employ, remaining with him until the Canadian Pacific Navigation Company purchased his steamers. While with Mr. Spratt he handled the steamers Wilson G. Hunt and Cariboo Fly, and when the change in ownership occurred took the Enterprise, and afterwards successfully the Princess Louise, R. P. Bisset, Yosemite, Western Slope and Islander. His two most recent commands have been the Charmer and Princess Victoria, the C.P.R. Company promoting him to the new flyer in recognition of his long and faithful services.

The captain was signally fortunate in the management of steamers and his success was due to the cautiousness which he always exercised. In fact with many to know that Captain Rudlin was in charge of a vessel was to dispel all fear of misadventure through carelessness on a trip. The captain was a loyal Victorian and always stood up for this city interests. He was largely interested in real estate in this city, owning considerable property and many residences here. He took a trip to England a few years ago and took in the Jubilee ceremonies, returning to Victoria in splendid spirits. Mrs. Rudlin, who survives him, and who resides on George street, has the sympathy of the entire community in her present bereavement. The remains will be brought to Victoria on to-day's steamer.

WILL STRIKE

Butte, Mont., Sept. 24.—A special from Rock Springs, Wyo., says that 2,000 coal miners employed by the Union Pacific railway are about to go on strike. No definite information is obtainable as to the demands of the miners. It is known that organizers have been in the district for some time.

THE LATE C. P. R. SKIPPER,

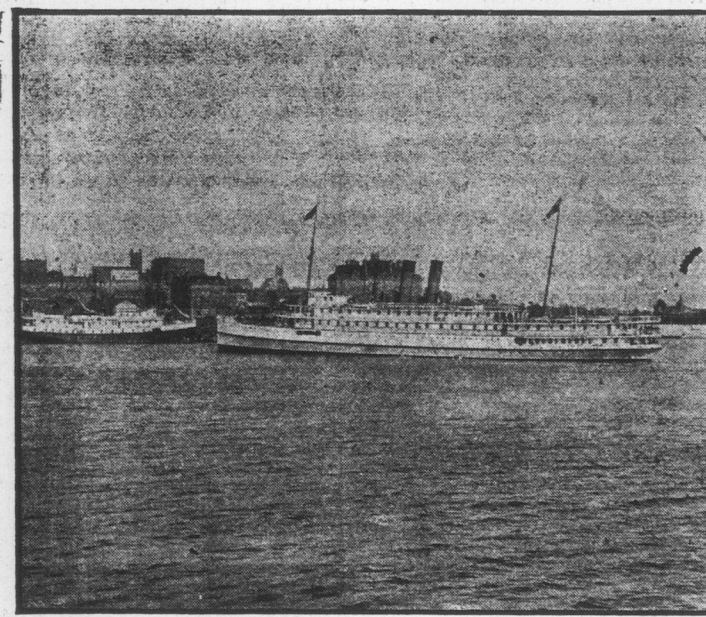


CAPT. GEO. RUDLIN.

Flags are half-masted on all the C.P.R. fleet in port to-day out of respect to the late Capt. Rudlin, the deceased skipper of the new steamship Princess Victoria, whose remains were brought down to this city from Vancouver on that vessel last evening. The arrival of the dead and the knowledge that the late captain went up to the Terminal City in the early morning in command of the ship, and apparently in good health, are facts which could hardly be reconciled.

As was customary after the steamer arrived at Vancouver Captain Rudlin went ashore for a short stroll. He had gone as far as the top of the hill leading up from the waterfront when a weakness came over him. Going into the Grand hotel he asked for a drink of water. In the meanwhile he took a seat, and while the water was being procured fell over dead. Immediately officials of the C.P.R. were summoned, and Dr. McGilligan, the coroner, being called found that death was due to sudden heart failure.

The sad news was conveyed aboard the Princess Victoria by Supt. Marpoie, and the loss was greatly deplored.



STEAMER PRINCESS VICTORIA, of which Captain Rudlin was in command at the time of his death.

BLOWING IN FURNACES.

Large Amount of Ore Arrives at Crofton for Treatment.

Crofton, Sept. 23.—Regular shipments have commenced again from Marble Bay, and the steamer Trader arrived yesterday with about 230 tons of first-class ore. The Lenora continues to ship steadily, and the grade of ore is considerably higher from this mine, whose prospects are very bright, and if the new body of ore known as the "Trigert vein" carries out the promise appearing in the prospecting work now being done on it, the Lenora will soon be famous. The production of copper at the smelter is increasing in proportion with the rise in the grade of the ore, and tomorrow will see the blowing in of the large Garretson furnace which will be used as well as the large water jacket furnace for smelting, the cupola furnace being closed down for a time. Coke is still being imported from Seattle as well as from Comox, and a shipment of 3,000 tons from the other side

is now being delivered in box cars via the Great Northern.

FOR SETTLEMENT.

Washington, Sept. 24.—Commissioner Richards, of the general land office, today named November 10th next, at 9 a.m., as the date of the opening to settlement of the three-quarters of a million acres of ceded Chippewa lands in Minnesota, recently segregated from the timber land of that reservation.

We Convince Sceptics

COLDS, CATARRH AND CATARRHICAL HEADACHES RELIEVED IN 10 MINUTES AND CURED BY DR. AGNEW'S CATARRHICAL POWDER. Here's one of a thousand such testimonials: "I wish all to know what a blessing Dr. Agnew's Catarrhical Powder is in a case of Catarrh. I was troubled with this disease for years, but the first time I used this remedy it gave most delightful relief. I now regard myself entirely cured. Dr. Agnew's Pills are delightful." Sold by Jackson & Co. and Hall & Co.—12

EMPLOYMENT OF ASIATICS ON RAILWAYS

Chinese Likely to Be Added to General Act Prohibiting Them on All Roads.

Ottawa, Sept. 24.—Mr. Macpherson, Burrard, made a strong speech in the House last night in favor of a clause in the Grand Trunk contract to prevent the employment of Chinese and Japanese on the railway. There is a likelihood that a clause will be placed in the general act prohibiting the employment of Asiatic labor on all railways. It would not do to single out one company, Transcontinental Road.

The National Transcontinental Railway Bill is expected to get through committee to-day.

Question of Tariff. R. L. Borden, in the House, asked Sir Wilfrid Laurier as to the correspondence between Hon. Mr. Chamberlain and Mr. Blain, M. P., over the Canada-German negotiations regarding the tariff. Sir Wilfrid replied that the correspondence would be brought down. It will be remembered that all correspondence was brought down when the budget speech was delivered, and was published in pamphlet form at the point that Mr. Blain wants to make, and which would have been made in the British parliament if he got this correspondence, is that Canada control its fiscal tariff, while under Mr. Chamberlain's proposition, as understood by Mr. Blain, this could not be done.

ENGINEER'S DEATH.

Vancouver, Sept. 24.—Engineer Simons, of the Vancouver-Seattle train, met his death yesterday in a peculiar manner. He was coming from Seattle, and when a few miles south of Sumas, noticed that a culvert seemed washed out, and a good part of the track gone. He reversed the engine, shouted to the fireman and both jumped to save their lives. Simons fell under the train and was killed. The fireman escaped. The train went on without damage, finally bringing up right in the centre of the culvert, the tracks being in good condition, but under water.

THE CABINET VACANCIES.

Names of the New Ministers Not Yet Given Out.

London, Sept. 22.—Premier Balfour is apparently meeting with considerable difficulty in the task of constructing his cabinet. It is stated that Mr. Wyndham has been offered the choice of several portfolios, but has decided to remain as chief secretary for Ireland. Owing to the decision that the fifth and sixth army corps of War Secretary Brodrick's scheme, and it is believed that through lack of necessary recruits, it is reported that General Hunter, who was nominated for the command of the sixth corps, is to be transferred to India to command either the Bombay or Madras districts. This has led to renewed rumors that General Hunter will succeed Lord Kitchener as commander-in-chief in India, and that the latter will be called home to succeed Mr. Brodrick as secretary of war.

All this, however, is merely speculation. Much public feeling has been displayed against appointing Mr. Brodrick to the India office, and it is believed the difficulty centres in providing a secretary of war and a secretary for India.

DENVER MURDER.

Man Arrested at New Westminster Identified by Sister of Victim.

Denver, Sept. 24.—Russell Boles is being brought from New Westminster, B. C., to stand trial in Denver, where the crimes of which he stands accused were committed.

On the evening of December 31st, 1901, Florence, 18 years of age, was walking to a pond in North Denver to skate, accompanied by her brother Harold, 14 years of age. While putting on their skates they were approached by a man who pretended to search the boy's clothes for money and then turned to assault the girl. Harold, who had been knocked down, rose and went to the aid of his sister, who was fighting desperately. Thereupon the man struck the boy on the head with an axe, the blow killing him. The murderer then brutally assaulted the girl beside her brother's dead body.

Boles left the city within a month after the crimes were committed. After a long search he was arrested at New Westminster, B. C., through the efforts of Town Marshal Willis, of Sullivan, Ind., who accompanied Florence Fridborn to New Westminster. There she positively identified the prisoner as her assailant and her brother's murderer.

A special from Vancouver says that Boles bears a scar on his thumb when he assaulted her. In British Columbia the man was known as Jewell, but Marshal Willis positively identified him as Boles, whom he had known all his life.

MANY SHOTS FIRED.

Policeman and Negro Fatally Wounded—The Latter Resisted Arrest.

Philadelphia, Sept. 24.—In a running exchange of shots on the street to-day policeman John Donovan, 28 years of age, and Samuel Archer, a negro, were fatally wounded. Donovan observed the negro acting suspiciously and attempted to arrest him. Archer fired and was pursued by Donovan and three other policemen. The policemen discharged their revolvers after the fugitive, who returned the fire. One shot from his pistol struck Donovan in the abdomen. Archer was shot four times over the heart.

Few people are aware that when he was a young man Lord Salisbury, who now turns the scale at eighteen stone, was extremely slender in appearance and quite a lightweight.

MR. JARDINE AT PARSON'S BRIDGE

SPEAKERS COMPLAIN OF CIVIL SERVICE

The Liberal Candidate for Esquimaux District Given a Hearty Reception Last Evening.

More than two-thirds of the residents within a radius of five miles attended the Liberal meeting held by John Jardine last evening in the cosy hall at Parson's Bridge hotel. Richard Phillips, a life-long Conservative and a warm personal friend of Mr. Jardine, occupied the chair in an able and impartial manner.

The chairman first called on the candidate, Mr. Jardine, to address the meeting. In a speech, replete with facts, the candidate convinced his audience that a change was necessary, that the Conservatives had had every opportunity to demonstrate their fitness to govern the country, and had been found most lamentably wanting. He pointed out that so lax had been the administration of public affairs that the province was going behind at the rate of nearly \$2,000 per day on current expenditure alone. He urged that the administration of the lands department tended to favor the few at the cost of the country at large, resulting, as it did, in the tying up of vast tracts of land, both in the hands of favored corporations and in reserves, waiting to be bestowed on those who contribute most to the fund to debauch the electorate.

Mr. Jardine made the charge against the management of the lands and works department, that when he, with others, interviewed the officials there as to suitable lands for prospective settlers to the number of over 500, they were told of two different localities where suitable land could be found. These localities, on investigation, were found to be totally different from the representations made to the delegation. On the second interview the representatives of the prospective settlers were told by the officials that they never said that suitable lands could be found in the localities mentioned. The visitors were so disgusted that they left Victoria and returned to their friends' homes, although British Columbia had the finest climate and the most varied natural resources of any place in the world, that on account of this mismanagement of the government of the province they could not recommend British Columbia as a desirable place for settlement. These men represented 100 families, all well-to-do people, worth all the way from \$10,000 to \$50,000 each.

The various speakers of the evening also referred to the mass which had come to their notice.

Mr. Jardine could not see how such a patriotic citizen as Hon. Mr. McBride presumed to be would advocate a scheme which practically meant the establishment and operation of fish hatcheries by Canada for the benefit of American trap fishers. On Mr. Jardine's return recently from his visit to Port Renfrew the captain of the steamer informed him that on one of his trips from the West Coast to Victoria he had run into a school of salmon outside of San Juan harbor, and for 20 miles of the run he ploughed his way through countless fish.

Where do they go? the captain asked Mr. Jardine, and then answered it himself by the assertion that the American traps got the lot, as no such run was known of on the Fraser river this year.

J. S. Annett, in a brief address, assured the electors that while at the present time every man would poll his vote without fear of intimidation, it was not always a secret ballot, that previous to 1888 every ballot was numbered, making it the easiest thing imaginable to keep tabs on any elector. When Thomas Forester, M. P. P. for Delta, introduced his bill for a "secret ballot," the government, while not openly opposing the bill on the floor of the House, put every obstruction in the way of its passing through committee. The bill was introduced the first week in April, and did not pass the House until well on in May. On a vote in committee of the whole on May 15th, 1888, on a motion to kill the bill, Messrs. Pooley, Eberts and Hunter, among others, voted against it, which was only saved by the vote of twelve in that year had every desire to curtail the freedom and privileges of the electors. Not a Liberal voted against the introduction of the secret ballot.

Mr. Johnson corroborated Mr. Jardine as to the unreliability of government officials across the Bay, and asserted that he had personal knowledge of several other cases where prospective settlers had complained. It is an abominable thing that men should be appointed and kept in the civil service because of their services as committee men to the Conservative party. He closed with a glowing account of the benefits reaped from the honest rule at Ottawa by the Liberals in comparison with the mismanagement and corruption of the Conservatives as exemplified in this province by the B. C. Southern, Columbia & Western, Chimney Creek and other scandals. Wesley Solomon, the next speaker, in a happy vein drew attention to the fact that the first time that he spoke in Esquimaux district was in aid of George Riley, M. P., in 1902, whom the electors of Parson's Bridge and vicinity had given a good majority. He contended that the civil service needed a new broom, that while he considered that every good man is entitled to a fair vote with a liberal interpretation, yet no excuse could be offered for an increase in salaries of nearly \$100,000 in three years of government officials employed in the parliament buildings in Victoria.

All the speakers were accorded a good

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Pandora Range Only Range Fitted With Enamelled Reservoir. Reservoir is stamped in one piece from sheet steel, which gives it a perfectly plain surface—has no seams, grooves or bolt heads to collect dirt. In oval shape—has no square corners to scrape out when washing. Finished with three heavy coats of pure white enamel which gives it a smooth, hard, marble-like surface—can be easily and thoroughly cleaned. Never taints the water or corrodes like tin, copper, galvanized iron and other such styles of reservoirs put in common ranges—is so clean and free from taint that it can be used for boiling fruit and many other purposes beside heating water. Sold by all enterprising dealers. Booklet free. McClary's London Toronto Montreal Winnipeg Vancouver St. John, N.B. CLARKE & PEARSON, AGENTS.

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Japanese Mattings! In All the Popular Designs and Colorings. J. PIERCY & CO., Wholesale Dry Goods, Victoria, B.C. bearing, and have the kindest feelings toward Henry Price, the genial host at Parson's Bridge for his treatment of them. The electors at Parson's Bridge and vicinity believe that no time must be lost in bringing about a better state of affairs. The meeting closed at a late hour with singing "God Save the King" and cheers for the candidate.

NORTH WARD'S VOTE NO

SLIM ATTENDANCE MEETING ON W

Addresses by Three of tive Candidates and of Supporter

The first movement of that will surely obliterate ranks on the 3rd of next have been plainly discerned few who attended the North Ward school Wednesday a number present undoubt chill to the reception area Helmecken, Hunter and all the persuasive eloquence of the trained speakers failed to arouse any special enthusiasm. A. E. McPhillips, conservative candidate, was He had gone to Comox, it and was there championing of the party. W. H. Price occupied present with him on the Jos. Hunter, D. B. Beagle, Helmecken, C. Hayward, L. and J. W. Bolden. In opening the meeting urged all to co-operate in the campaign. The Conservative friends of the laboring earnestly solicited the electorate in returning the fore them.

Calling on Mr. Beagle, attempted to give a very per address on the political and Conservative provincial subjects. orm the thought of every British Columbia, and affe the well defined principles servative party, he endeav what the antagonistic ele the Liberal party. There quate in Kootenay, who volved in labor interests, and others who would knie with one another in any represented, and Mr. knew, would never consent "donkey engine to th at Ottawa." The Liberal united and its candidates anything along this line, hand they dealt in perso which there was surely m matters engaging the att province.

After referring to the tanglement in which Libe Mr. Beagle then endeavored glittering generalities wha vative party stood for whee of time seemed to dawn on had thought of one spee which the two parties div was that of the Oriental history of the legislation, which he traced, and whi setting himself up in opp provincial policy and the tions of the Colonial S conclusion the speaker said of the Natal act and the for nothing more than Sifton and his political ric Mr. Hayward, "the muc didate," as the chairman was next called on after a reference to his career ing the meeting Mr. Hayw his life was before the book. Up to the present anxious to find out what of the Liberal party were, ing several articles devote and from the remarks of gentlemen, he came to t which was being waged ar refused to follow along t wished to speak to the educational among other t this connection alluded to the school boards, if he pledge himself to do all in secure the cheapest and b to have it.

Notwithstanding the decl Conservative party's leade to fish trips, Mr. Hayw them very essential. And his platform was that of taking over the whole of priated lands in British C he believed that if this a great deal of the trouble policy of the government vated. As all knew the was one which came close instanced the case of the toria being able to obtain cheaper rate of interest t ince, and he believed that principle which governed i pled to the other, a more condition of finances wou Mr. Hayward predicted happen the province if one reason if no other, w said vote for Mr. Haywa who backed him up in hi that was the manner in wh \$30,000 for the Point Elli As one of the nine-candi in the campaign for the city said he thought he had as to ask for the votes of the any one else. He is near the province. In early day to Cariboo and found on that he had only \$1.50 in and that he had no friend work and toiled hard for made lots of money and lo out of one shaft and sunk