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GUN EXPLOSION ON SHEARWATER

Accident on Board Warship at
Dutch Harbor Resulted
Fatally

ONE MARINE REPORTED KILLED

Revenue Cutter Manning Brings News
of How Japanese Schooners Are
Working

News has reached Esquimaut of a gun explosion on board H. M. S. Shearwater at Dutch Harbor. One marine whose name was not learned, was killed and was buried at sea. The information which came in a letter received from the crew of the ship of war now engaged in patrol duty in Bering Sea among the sealing schooners, was very meagre and gave no details whatever. All that was stated by the writer was that there had been a gun explosion on board and one marine was killed and had been buried from the warship's side, seen in canvas and with shot at the feet.

The United States ship Manning, one of the United States patrol fleet from Behring Sea, has returned to Seattle for repairs. The crew of the ship when she was engaged in taking a number of Japanese arrested for poaching to Valdez for trial. The 63 Japanese sealers on board the Manning became panic stricken when she struck of Knight's Island and were driven from the ship's side to the upper deck by the crew with guns. The Japanese were endeavoring to rush the boats. "The discipline of the Manning was perfect," declared Capt. Cantwell. "Expected the Japanese there was not a sound of excitement during the incident. We had the boats over the side and waiting in two minutes. I expected the vessel to sink at any minutes from the position in which she lay and ordered everything prepared to abandon the ship."

"There were 140 persons aboard and the boats would only accommodate about half that number. I ordered the Japanese prisoners into the boats and had them rowed to the beach of Knight's Island under guard. They were landed there with a detachment of men and the boats returned, making the round trip in an hour and ten minutes."

"While the boats were ashore First Lieut. Joins set about constructing rafts. Within thirty minutes he had made two ready for use. They were built of the strong backs of water breakers and coaling boards with life preservers under them to give them buoyancy. We had the boats strong and seaworthy and would have done excellent service had they been needed."

The boats were not needed, the steamer being backed off and temporarily repaired.

Regarding the Japanese sealers and their operations in Behring Sea, Capt. Cantwell said:

"We found all the Japanese sealers docile, and the islands are sufficiently well protected to make a concerted armed raid impossible, I believe. The class where Japanese poach on our seal preserves are individual violations, not concerted raids. We heard reports that the Japanese sealers were going to join forces and make an armed attack on the islands, but saw no evidence of such an invasion."

The Manning captured and carried as prisoners to Valdez the crews of the schooners Kalwo Maru and Nitro Maru. Boats from both schooners were found within the three mile international limit killing seals. At Valdez the captain of the Nitro Maru and six of his crew were convicted and fined. The captain was fined \$500 and the men \$200 each.

Three sailors from the Kalwo were fined \$500 each. These men had been warned by their captain not to venture into the three mile limit and admitted disregarding his instructions. All the sealers were captured off St. Paul Island and on July 3.

The government authorities at Valdez libeled the two schooners. Those of the crews found innocent, twenty-two in all, are now on their way south on the steamer Yaguchi to Portland. They will be lodged in the United States detention house in this city until the immigration authorities can find them work on ships bound for Japan.

"There are twenty Japanese sealing schooners in the north," said Capt. Cantwell. "The entire crews aggregate 1,200 to 1,500 men. If machines guns were taken to St. Paul Island, as was intended, this armament with the presence of the cutters, would be sufficient protection against the poachers."

Looseness of The Bowels.

It is very seldom during the summer months that most people are not troubled with "looseness of the bowels."

Sometimes it only goes that far, but generally it develops into Diarrhoea, Dysentery or Summer Complaint and has a tendency to weaken the whole system.

When the bowels get loosened up in this way and you wish to check the unnatural discharge without bringing on constipation, there is only one remedy to use, and that one is Dr. FOWLER'S EXTRACT OF WILD STRAWBERRY. This remedy is not an experiment as it has been used in thousands of families during the past sixty-two years.

When you ask for Dr. FOWLER'S be sure you get it, as many unprincipled druggists will try to palm off a cheap substitute on you.

Miss M. Hopkins, Roseview, Sask., writes: "I have used Dr. FOWLER'S EXTRACT OF WILD STRAWBERRY and find it is all it is recommended to be for Diarrhoea and Summer Complaint. We would not be without a bottle of it in the house."

Manufactured by The Milburn Co., Limited, Toronto, Ont. Price 35c.

CLERGYMAN'S MISHAP.

Falls From His Horse and is Dragged Some Distance.

Kamloops, B. C., Sept. 3.—Rev. A. St. John Midway, formerly of Ducks, met with a most serious accident on the 28th inst. narrowly escaping with his life. A few miles this side of the Lake House, he had occasion to dismount and as he was doing so his horse took fright with the result that Mr. Midway was thrown heavily to the ground with one foot held fast in the stirrup. In this position the unfortunate man was dragged some twenty-five yards, when his foot luckily became free and horse and rider parted company. Messrs. Potlunk, Davis and Luke Gibson, who were on the way to Princeton from Hope, met the riderless horse at the Lake House and reeling that some mishap had occurred, took the horse in tow. Mr. Midway was met shortly afterwards in a badly shaken up and bruised condition, and as he was unable to ride the horse again he undertook to make the remaining distance into Hope on foot, from where he took a train for home. Mr. Midway can thank kind Providence for his escape from a horrible death.

Grand Trunk Supplies.

Kamloops, B. C., Sept. 3.—The shipment by the Grand Trunk Pacific company of 80,000 pounds of food supplies to Kamloops, for delivery from that point to Port George, has helped out the freighting business considerably. The Grand Trunk Pacific company is for the use of survey parties.

PORT ANGELES SERVICE

Steamship Service Between Victoria and City Across Straits Urged

The Port Angeles Tribune Times, which has been urging the establishment of a steamship service to connect Port Angeles with Victoria says: "The want is urgent. When the service was discontinued it was claimed that the boats lost money on the route, but since then Victoria has blossomed into a metropolis and boomed into a busy theatre of active commercial and residential life. The Port Angeles is growing and business has been doubled. A service that would not pay three years ago, might pay now. At least, the experiment is worth trying. Why should the Whittcomb continue her daily trips to Port Crescent, leaving Victoria neglected? There is little or no freight or passenger business for this steamer between Port Angeles and Port Crescent, while Victoria will attract both in paying quantities. Why, then, can not three of the Crescent trips be cancelled each week and the Victoria trip substituted?"

This question has been asked before through these columns, and yet we hear of no steps being taken by the commercial or any other club of this city, or by the board of trade of Victoria.

TRAVEL GROWS RAPIDLY ON PRINCESS VICTORIA

More Than 750 Passengers Carried on Average Daily During Last Two Months

Travel is growing yearly on the local steamers, and when the C. P. R.'s new steamer, Princess Louise—that name has been suggested, although no decision has been reached—is ready for service at the beginning of 1903, it is expected she will be continually full up. The Princess Victoria has been carrying an average of over 750 passengers daily for the past two months, the general travel being not far short of the records made during the time the Lewis & Clark expedition at Portland. During July over 23,000 passengers were carried by the steamer, and it is expected the total for August will be slightly in excess of that number. The Princess Victoria was thronged yesterday morning when leaving, and again yesterday evening by a large number who took advantage of the excursion rates put in force for the holiday today.

Looking backward a few years to the old days, when the steamer Chatterer that plied between the mainland and such vessels as the old North Pacific, Rosalee and Whatcom carried passengers to the Sound, the difference is marked. The opening of the new Princess steamer is expected to mark another evolution of the growing business. With the coming of the new ferry liner, which will be the best of her class in the Pacific, it is expected that travel will greatly increase as it ever does when accommodation is provided.

The new Princess steamer will cost over \$600,000 when she is ready and furnished, \$200,000 more than the Princess Victoria, and like that vessel her expenses of operation will be considerable, but it is expected the margin of profit will be such that the new vessel will probably pay for at least half, if not more, of her cost during the first year of operation, when the travel on account of the Seattle-Alaska-Yukon exposition to be held at Seattle in 1909 is expected to surpass all records. The new liner, like the steamer now in service, will have three smokestacks, and her stateroom accommodation will be greatly in excess of that of the Princess Victoria. The saloon deck of the new steamer will be carried forward to the bow, the deck above that of the steamer now in service, while the upper deck will be carried to the stern of the vessel.

An idea of the great expense of operating modern fast passenger steamers on short routes like those covered by the Princess Victoria is obtained from a report just issued by the Great Western Railway company of England with regard to its steamship service between Rosslare and Fishguard, Fair-play says: "The steamboat expenses of the Great Western railway for the first half of the present year totalled \$93,450 as compared with \$55,137 for the corresponding half of last year, but it is impossible to see from the accounts what the steamship receipts were. The company has expended \$481,073 on steamboats and it is proposed to spend more. The depreciation and insurance fund on steamboats amounts to \$358,787. After allowing to the fact that three turbine steamers were provided by the Fishguard & Rosslare Railway company and that the company for the new service to Ireland via Fishguard and Rosslare the directors state that it has been found in the working of the service essential to have a fourth steamer, and that the Fishguard company have accordingly ordered one."

WILL ASSESS BOTH AUTOS AND TALLYHOS

Oak Bay Council Will Tax All
Vehicles Plying for
Hire

(From Wednesday's Daily)

A by-law for the licensing of automobiles and tallyhos plying for hire in the municipality of Oak Bay was considered by the Oak Bay council at the regular meeting held on Monday evening and was given its first, second and third readings. The by-law will be finally passed at the next meeting. The license fee for both automobiles and tallyhos is placed at \$30 per annum, and the penalty for infractions is a fine of not more than \$100.

It was thought that the consideration of the automobile owners agreeing to donate a sum of money each to the municipality for park purposes, but nothing was heard from the donors. The council concluded that in any event such an agreement would not be binding with the "chochoes" car owners, and accordingly decided to assess them along with the owners of the tallyhos.

The by-law for the raising of \$5,000 to purchase certain waterfront property on Oak Bay from Mr. Robertson for park purposes was laid over to another meeting owing to the receipt from Councilor Rattenbury of a communication in which he withdrew his consent to the grant of the property, previously entered into to donate his property fronting on Shoal bay to the municipality. The offer of Mr. Robertson to sell at that figure is contingent on the donation of both Mr. Rattenbury's property and that owned by Reeve Oliver. No reason was assigned by Mr. Rattenbury for his action, and as he was not present at the meeting the council could not do other than hold the by-law over.

It was decided to have by-laws prepared at once with reference to the purchase of the property for the extension of Hampshire road and for the erection of stables, a pound and other municipal buildings. They will be presented at the next meeting of the council.

The council concluded to go ahead with the building and grading of Wilmot place, and also the drainage petitioned for some time ago.

A report from the finance committee was adopted, and another report from a special committee regarding banking arrangements was also accepted.

The council was requested in a communication from the government engineer to survey the proposed extension of Mount Baker highway through the Bowker estate, so as to make a continuous drive along the beach from Oak Bay to Cadboro bay. The clerk was authorized to make the necessary survey at once and to supply the government with plans. The provincial authorities intend to go ahead with the construction of the road.

A plan for the subdivision of part of section 61 was received and adopted. Reeve Oliver was in the chair, and the other members of the council present were Councilors Newton, Fernie, Henderson, Sutherland and Noble. The session was a short one.

OBITUARY NOTICES

After an illness of two weeks, Walter William Boorman, bookkeeper for B. Williams & Co., died at St. Joseph's hospital on Monday evening, the cause being typhoid fever. Mr. Boorman had been ill only two weeks, so that his death came as a distinct shock to his many friends in the city. He was 38 years of age and had spent the last 17 years as a resident of Victoria. He is survived by his wife, one daughter, his father and mother and three sisters and two brothers. The remains now lie at the rooms of the British Columbia Funeral Furnishing company, where they will remain until tomorrow morning, when they will be removed to the family residence for interment. The funeral will take place tomorrow afternoon at 2:30 o'clock. Rev. O. Carson of the Congregational church will conduct the services at the house and at the grave. Court Vancouver, A. O. F., of which deceased was a member, will attend in a body.

EXPLOSION DAMAGES E. & N. RAILWAY BRIDGE

Traffic Will as Result Be Affected for a Day or So

(From Wednesday's Daily)

While blasting out the bluff where the new E. & N. track at Wags creek is being put in by Contractor McDonald, an unusually heavy charge blew out several vents in the trestle bridge. As a result the regular subsiding train had to be cancelled last night and today the regular train will not leave until 10 o'clock. Passengers will be transferred today both up and down the line and the second train is cancelled. Meanwhile two bridge gangs with the entire force of men employed by the contractor are busy making good the damage and it is thought that the trains will be able to cross the bridge by tomorrow.

News of the accident was received in the city at about 3 o'clock and Superintendent Goodfellow immediately visited the scene. While the damage done is not serious it was thought better to cancel the regular train last evening and everything will be made perfectly safe before any traffic will be sent over the trestle.

The improvements to the road have been in course of construction for the past three or four months and over fifty men have been employed at this point. The track is being graded so that the necessity for one of the two bridges will be obviated.

At the point mentioned there is a high bluff where the new track is to run and tremendous charges of explosives have been employed to tear

NEW AUSTRALIAN LINER FINE SHIP

Will Be Best of Union Company's
Steamers and Cost Over
Million Dollars

Will Average Seventeen Knots

Vessel 450 Feet Long With Twin
Screws and Accommodation for
400 Passengers

The new Canadian-Australian liner just ordered from the yards of Messrs. Alex. Stephen & Sons, of Linthouse, by the Union Steamship company, of New Zealand, which took over the old Huddart Parker line and now operates the Canadian-Australian service, is to be the best and most expensive of the large fleet of steamers owned by the firm. She will cost over a million dollars. The new liner, with the Miram, recently completed, 6,500 ton steamer, with two funnels, will give a much needed improvement to the service, which at present is notoriously poor. The steamer Aorangi, which arrived on Friday, occupied 25 days on a voyage which will be made by the liner just ordered in 18 days. It is the intention, however, it is understood, to withdraw both the Aorangi steamer and the Miram, an old steamer which has been placed in the service in the stead of the Manuka, sent to this port and the steamer for two trips during the busiest season of travel. The Miram will be continued in the line and new vessel, probably on a twenty day schedule. The present schedule gives a 23 day voyage from Sydney.

The new steamer, which will be a twin screw steel modern passenger liner, will not only be longer and faster, but better furnished than any of the company's steamers, of which the Maheno and Manuka are at present the best types. It is probable that she will be engaged with turbines, as is the Maheno, which vessel was the first to arrive at this port propelled by the new motive power. This new liner will have a working speed of 17 knots an hour. She will be 450 feet in length, 57 feet in breadth and 35 1-2 feet in depth. She will have accommodation for 450 passengers, well furnished cabins for 220 first class passengers being arranged in tiers, with two berths to each stateroom, besides accommodation for 160 second class travelers and 100 third class.

Construction of the new vessel will be commenced at once and under the terms of the contract it is to be delivered in time to leave for Australia to enter service from Sydney to this port in the autumn of next year. It is contended that the new liner will be a working speed of 17 knots an hour. She will be 450 feet in length, 57 feet in breadth and 35 1-2 feet in depth. She will have accommodation for 450 passengers, well furnished cabins for 220 first class passengers being arranged in tiers, with two berths to each stateroom, besides accommodation for 160 second class travelers and 100 third class.

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