oman Attempts to Defraud Former dember of Victoria Firm.

r female swindler to secure half dollars by fraud, one of those up she attempted to exercise her g Mr. Beeton, of London, son of former members of Turner. o. She is charged with forging

and Been residing in England for ths, and was believed to be an wearth. She obtained an intre Beeton, a member of the ated to buy a thousand shares States Steel Corporation as a This operation required £1,000 efendant said, she did not have eeton she had cabled to a in Philadelphia to break box and forward the money She added that the truste to her refusing to do so until

Opening Negotiations.

lant on August 12th went to the branch of the Credit Lyonisked the manager to buy two ok the order, but afterward rote to the defendant at the tel. Henley, asking if he would to get five or ten shares. As a ires were bought August 15th ndant duly sent her check. r. Beeton August 15th from
Avon, saying she expected a
madian Pacific shares from New anted a loan on them, as she of buying more United States eeton replied that he did not uch securities. She rec for five Canadian Pacific shares 16th. The prosecutor said that 26th the certificate had been althe name of the original holder rased and the name of Marie Eastwick had been su "five" in the number of shares peared to be a certificate for a instead of for five shares. This done, three kinds of type and bore a shilling revenue stamp in-one for £10, which a certificate for would carry. The defendan August 26th, asking him to bu United States Steel ame, also requesting a loan of ing that she was going in for rs rather heavily and was about Tell-Tale Irregularity.

ndant wired Mr. Beeton from ngust 28th, asking if the certifirrived. In the meanwhile, Mr. rk, on receiving the cert lific railroad office, wher onounced to be a forgery. Mr asking for explanation. She re-Beeton notified the police and a detective arrested the denidnight. The receipt for letter, in which the certificate

generally sustaining the pros ate asked if the person wh to be her father was present, and dressed, somewhat distinguished stood up among the seats re epectators. The magistrate d man said he was the father of

that the defendant impresseding a woman of wealth and posi-Czar placed a train at her disat J. Pierpont Morgan had written ing her to buy United States Stee n anticipation of an immediate

N-At Rossland, on Aug. 25th, the of W. G. Ternan, of a daughter. N-On the 30th inst., at Oak Bay, ife of A. H. Harman, of a son. At New Westminster, on Aug. 28th, rife of D. J. Munn, of a son. t Enderby, on Aug. 20th, the wife-NO-At Revelstoke, on Aug. 20th, fe of D. Gallicano, of a daughter. MS-At New Denver, on Aug. 21st, ife of John Williams, of a son.

CHARDSON-At Vancouver, on st, by Rev. J. H. Barnton, George and Miss Margaret Richardson. ON-PATTISON—At Vancouver, on list, by Rev. A. E. Green, Donald son and Miss Gertrude L. Pattison. E-STANTON-At New Denver, on 27th, by Rev. A. E. Roberts, W. R. e and Mrs. Bell Stanton. WILLIAMS—On the 2nd inst., at sidence of the bride's parents, by G. Christmas, Thomas Mould, of Ia, to Amy, daughter of W. H. ms, of Lake District.

S-PUXTON-At Vancouver, on rd, by Rev. Father McGuckin, ecil Edwards to Mrs. Marie I. I. DIED. terday, at 334 Douglas street. Rule, a native of Cornwall, ed 57 years and 9 months. owned, at Lynn Canal, Patrick

Drowned, at Lynn Canal, Al-ward Kendall, late employee of Islander, aged 34 years. At 141 10th avenue, West Mt. htt, on Aug. 21st, Francis Loder aged 65 years and 11 months. OTT-At Vancouver, on Aug. 31st, eight-months-old son of Mary and rick McDermott.

At Kamloops, on Aug. 27th, Mrs. J-At Kamloops, on Aug. 28th, J.

Kamloops, on Aug. 29th, Thomas On the 28th August, at Longiand, after a brief illness, Emily, ha, sister of A. J. C. Galletly,

At Vancouver, on Aug. 29th, tersen, aged 28 years.

N-In the wreck of S. S. Island-Juneau, Alaska, on the 15th Mary I. Nickerson, wife of polyzo Nickerson. and Halifax papers please copy

INQUIRY INTO THE LOSS OF ISLANDER

FIRST SESSION WAS HELD THIS MORNING

The Pilot, First Mate and an Able Seaman Give Evidence-Charges of Drunkenness Denied.

(From Wednesday's Daily.)

The board of inquiry investigating the Islander disaster opened their scales of passengers about a Everything was in the Assize court room this morning. In good condition.

To Mr. Griffin, through the court, To Mr. Griffin, through the court, witness replied that six or eight minutes replied that six or eight minutes. Thompson and Capt. Cox; E. P. Daves, till the boats were lowered. K. C., of Vancouver, represented Capt. Mrs. Capt. Foote.

Judge Emory, of Seattle, was an interested spectator. Capt. Troup and Geo.
McL. Brown were also in attendance.
Three witnesses were examined, the
Pilot LeBlanc. First Officer Neurotos

The boats on the port side were num-

Capt. Foote in the navigation of the Capt. Foote and never saw him the ship.

The Islander left Skagway about 7.30 worse for liquor at any time.

o'clock on the evening of August 14th, and witness relieved the captain on the bridge. He telegraphed first slow, and

Increased to Full Speed.

shortly afterwards on the order of the shortly afterwards on the wheelhouse. He saw the captain talking to a lady captain, who returned to the wheelhouse. southeast wind was blowing heavily at about 10 minutes before the ship cast off,

she was taking water. The first mate also reached him at the same time. Witalso reached him at the same time the cours and a glass panel
in the court of inquiry this morning, Mesers.

Griffin and G. A. S. Potts, who expected him the could have been distance
of the situation of the door, and through these the passengers could escape.

The first mate Richard Table of the boats were the first mate, Richard table to the some. After getting on the course in the court of inquiry this morning, Mesers.

Griffin and G. A. S. Potts, who assisted in lovering the boats
were the first mate, Richard table of the completed out
for the hidden, and the court of inquiry this morning, Mesers.

Griffin and G. A. S. Potts, who assisted in lovering the court of the bridge of the wite organical were also and the court of inquiry the saidends.

The first mate distance on the court of the bridge of the saidends.

The first mate dista

md could not sink.
Witness gave the order to clear the ats and everybody worked with a will. for helieved all the men were on the up-er deck awaiting orders. Witness work-d on the port boats, and the mate on the starboard. All the boats were

circumstances. They

All Did Their Best

to get the passengers in the boats. There was no time to do much, and the passened from the time the work of

site direction when the captain gave posite direction when the capture the order to beach her. Six lifeboats and rafts were launched in a very short

To Capt. Gaudin, witness stated the steamer had sufficient life-saving equipments, and there were more life preservers than were required for the lander disaster opened their session of passengers aboard. Everything was

To Mr. Davis-The life preserver

K. C., of Vancouver, represented Caps.

Troup, manager of the C. P. N. Co.
Mr. Griffin, of Tupper, Peters & Griffin,
some of the claimants, and J. P. Walls,
the distribution of passengers would have been futile at the time of the accident, as they were rushing toward the

the Islander were to assist ote in the navigation of the had made five or six trips under

C. D. Neurotsos, master mariner and first officer on the Islander, the next witbridge. He telegraphed first slow, and then half-speed to the engine-room, and of the Islander there were nine able seamen. To his knowledge the ship was fully manned, twelve of the crew being

A southeast wind was blowing heavily at the time. The captain and witness arranged their respective watches, after which the former went to supper.

Witness took the steamer down the Witness took the steamer down the

saloon, and nome on the boat deck. There might have been some on the other side. Capt. Thompson pointed out that what they wanted to ascertain was what arrangements were endeavered to be made to save people. Witness replied that as the after boat on the starboard side was lowered people were crowding into it. A woman asked him to save her, and he induced her to follow him and any has a captured to the stoke hole again, and there were detained to give information they gers desired to give information they should submit their names, and they will have an opportunity. The court was not one of prosecution but of investigation.

In referring to his experiences in get lowered people were crowding into it. A woman asked him to save her, and he induced her to follow him and any has a court was none. He went back to the stoke hole again, and there were gers desired to give information they should submit their names, and they will have an opportunity. The court was not one of prosecution but of investigation, and although their questions may not have been couched in legal terms, they had done their best to ascertain the facts.

The Mr. Davis—The boats, went to Juneau before he reached hand. There were twenty-three in his department, of a place for the orphans in the Labor one of prosecution but of investigation.

In referring to his experiences in get to give information they gers desired to give information they should submit their names, and they will have an opportunity. The court was not one of prosecution but of investigation, and although their questions may not have been couched in legal terms, they had done their best to ascertain the have an opportunity. The court was not one of prosecution but of investigation.

The Weather Was Clear.

The Weather Was Clear.

The Weather Was Clear.

The Weather Was Clear.

The disclaumed the three emaining boats were out.

The Committee passed a vote of thanks to give information they for the court was not one or prosecution but of investigation.

The collection of the man the

witness, said he had been at sea between Refused to Go Ashore. gers were expected to help themselves as much as possible. About twelve minman on the steamer, coming on data at

the rail and saw nething. There had been no concussion, and he did not know To Mr. Davis witness said that he tsim and pilot after leaving Skagway, been no concussion, and he did not know hat had been struck. Witness reported proposed pulling ashore, but the passen- and both were sober. After lowering the to the pilot, and was instructed to call gers refused to obey. As he was going down the captain was said that the boat was certificated to

never to leave his post during foggy

was shortly before 9 oftens, and was told by the second mate three may he was told by the second mate three mouths previous to the wreck. The latter was in the wheelhouse with several passengers, who shortly after sardi returned below, accompanied by the second mate three mouths previous to the wreck. Witness's duties after leaving Skage was arready several passengers, who shortly after the captain had just relieved him. The latter was in the wheelhouse with several passengers, who shortly after the captain of the was not ever the asked witness what time the vessel was making, and witness replied she was making fair speed, but he was not certain as he had made no comparisons. This was shortly after passing Softial Point, and the wind had gone down, Before the latter did so, however, he asked witness what time the vessel was making and witness replied she was making fair speed, but he was not ever the same the single. Plot LeBlanc was in charge and witness replied she was making fair speed, but he was not ever the same the single. Plot LeBlanc was in charge and the wind had gone down, Before the latter did so, however, he asked witness what time the vessel was under full speed the circamafances. Steward Simpson, the next witness, said he show with the first boat food of the same of the pride the circamafances. Steward Simpson, the next witness, said from the was filled; the thing dood order. To Capt. Thompson—He had down the ware shore with the first boat food of possengers. The possengers of the pride the circamafances skew was large in good order. To Capt. Thompson—He had down the was filled; the shore with the first boat for the pride the circamafances. Steward Simpson, the next witness said down the was filled the circamafances. Steward Simpson, the next witness that

Four minutes later the Islander went down below three down. He went into the saloon and saw minutes afterwards. He had been called nobody. Below he saw the chief on the saw the

advised beaching her. After the course had been cigiven the engines were rung. As regards the extent of the damines the mate's report was afficient. The capter and asthers shaks hands and bid good-bye. He also met the steward in the place because the shore was too hich.

Witness was closely interrogated by Capt. Gaudin as to What Steps Were Taken Witness said that when the order west by save the lives of the passengers to save the lives of the passengers were believed the engine room and believes but were from the shore of the natural of the save the lives of the passengers of the people got on it.

Witness said that when the order was no water, there there were about 175 or 180 people, wost by south was given, nothing in this proper had been done, as Capt. Feete did not believe there was any dangerpointing out that the ship had bulkheads.

The had been called an excited the dimmestal terrwards that the inquiry participate the desire was to bring them out in cross-examination.

The ladies' committee of the B. C. Were green in which the bride and stream of the inquiry participate that the leading of the dark was another the stip and the desire was to bring them out in cross-both and darkness.

The ladies' committee of the B. C. Were green in the doat which had picked him up. It had both which had picked him up. It had tone the stip and the construction of the waster and saw the stoped that the inquiry participate that there were all the desire was to bring them out in cross-both and darkness.

The had server only two passengers in the doat which had picked him up. It had tone with the desire was to bring them out in cross-both and darkness.

The both the desire was to bring them out in cross-both and darkness.

The had server of the nature of a comment of a charge were of the construction of the waster of the manner of t

to the pilot, and was instructed to call the captain, who was then in the saloon.

The chair, for the benefit of the court, the ship, where No. 3 poat wis alongside.

As ne was going down the captain was on his way to the deck. He received no other instructions than those from the pflot.

He shook the first mate's door. He ship. There were 109 passengers alto-

were passengers. He was on deck when the Islander left Skagway. He saw the captain and pilot, both of whom were apparently sober. There were two able seamen in his life boat, and the purser, the rest being passengers. There was a wisible. After getting the bucket he suggested going back to the ship to see if the Chinamen.

To Mr. Davis witness said his standing orders from the captain were to keep and Mrs. Aberghie. Two societies, encluding a blanket. Just as he returned the ship in charge of No. 4 and No. 6 boats. From the captain were to keep a visible. After getting the bucket he suggested going back to the ship to see if the Chinamen.

To Mr. Davis witness said his standing orders from the captain were to keep and Mrs. Aberghie.

Water, and had to be bailed out with boat.

He could see no boats when he reached the ship to see if the could see no boats when he reached the ship to see if the could see no boats when he reached the ship to see if the could see no boats when he reached the ship to see if the could see no boats when he reached the ship to see if the could not know who was incharge of No. 4 and No. 6 boats.

He assisted in lowering a raft, and then lower down for some articles, including a blanket. Just as he returned the ship went down. Witness never saw his incharge of No. 4 and No. 6 boats.

To Mr. Davis witness said his standing orders from the captain were to keep and Mrs. Aberghie.

To Mr. Davis witness said his standing orders from the captain were to keep and Mrs. Aberghie.

The deck which, he intended for his own use.

He assisted in lowering a raft, and then lower down for some articles, including a blanket. Just as he returned the ship went down. Witness never saw his in charge of No. 4 and No. 6 boats.

The could see no boats when he reached the suggest and they pushed off to get it.

He could see no boats when he reached the suggest and they pushed off to get it.

He could see no boats when he reached the ship boat.

The passisted in lowering a raft, and then lower down. Witness never that the shore was not far distant he when the ship sank.

When the proceedings were resumed in the court of inquiry this morning, Messrs. Griffin and G. A. S. Potts, who are representing a number of claimants, applied for permission to cross-examine wifacesses on the ground that evidence could be adduced in this manner, impossible otherwise. The latter pointed out the court of inquiry the nadour and through these the passible otherwise. The latter pointed out the final struggle, and grasped a piece of that they were in presenting a present of the same one final struggle, and grasped a piece of the same one final struggle, and grasped a piece of the same of

These would have been useless under the lowering No. 3 and also No. 5. He was ing of the forward port boat. He was door. He felt no concussion. He went water-tight doors. Witness closed them VICTIMS OF ISLANDER uncertain as to whether Seaman McCann the only one of the crew in that boat, to the port deck, and took charge of the without any orders. The water was there at this time, He was there and there were 19, passengers. He was boats. He was assisted by some of the coming in the engine room, and after the when the raft was launched.

Charles Ward, able seaman, the third

Charles Ward, able seaman, the third

Charles Ward, able seaman, the third

A half. The passengers engaged on No. 4 boat. This was lowered and crowded with passengers before reaching the water. He did not get in one minute. After that as long as 20 and 25 years. He was night watchman on the steamer, coming on duty at He picked no one up afterwards, but it himself. It was clear of the deck behe could see no water came in the stoke 6 o'clock. He went to the forcastle could hear people all around, but saw fore the passengers got in it. He did hole.

utes elapsed from the time the work of lowering boats commenced until all were in the water. He did not know of any effort being made to keep the passengers earling and cool, beyond the endeavor to get them in the boats. Witness told the steward to call the passengers out, and he believed it was done.

To Capt. Thompson, witness said it was done.

To Capt. Thompson, witness said it was force the passengers out, and he believed it was force on the starboard, quite a distance, To Capt. Thompson, witness said it was force on the starboard, quite a distance on the starboard to the starboard to both the passengers of in it. He did no one.

To Capt. Thompson, witness said it was force the passengers got in it. He did no down the down to call the passengers what to do, but many jumped into it from the saloon deck. There was a capacity for 35. The weather was foggy when he came on deck. The was foggy when he came on deck it was foggy when he came on deck to the stoke hole. The was foggy when he came on deck it was foggy when he came on the passengers ot in it. He did no to thom the down to it first the down no advise the passengers what to do, but many jumped into it from the saloon it is the doors no water came in the down to many impediately in the down to it first the down no advise

were people in her, including

In the boats were acknowledged. Mrs. H. D. Helmer boats and easy persplosion that there was any persplosion to think that there was any persplosion to the court, but repeated the ship. To Cart, Thompson, witness said the sander han osearchilett. The mate examination of the water was only continued to the court pointed out of the waster was on the ship. To Cart, Thompson, witness said the plane of the and on searchilett. The mate examination of the water was only continued to the waster was the hand seen that the boats and that the waster was on the ship. To Cart, Thompson, witness said the waster was clear the hand seen the same assisted him in lowering to the management of his order to return for the women and clear the most and provided and one of the ship. To Cart, Thompson, witness said the waster was considerable and the child late and the child late the water was considerable and the child ship. There were a knowledged: Mrs. Lane, clothing, frist, Miss Lawson, milk: Mrs. Biddis (Salt Sudaimed easting any replection on the court, but repeated the ship. To Cart, Thompson, witness said the water was considerable and no searchilett. The mate examination of the count pointed out of the count point point

boats. He looked in the engine room After the Boats Were Gone, and there was no water there even then. The vessel's nose was considerably in the

He shook the first mate's door. He show the first mate's door. He show the first mate's door. He then called the deck hands, and going through the smoking room endeavored to calm the passengers. Witness assisted in counting children. Asked in regard to the alleged drunkenness, he said the finstructions of the chief officer. Oapt. Harris took charge of the boats on one side. The chief mate was on the starbard side, and the second on the port. The ship was settling forward. His efforts at pacification were not successful, as the passengers rushed out to the deck. The boat he was in had 17 or 18 people in it. The land was about a mile distant. It was foggy when the vessel sard to the same of any people who were in it. The with tickets, three with passengers altogether, 103 with tickets, three with passengers when he vessel to counting children. Asked in regard to the alleged drunkenness, he said the officers were all perfectly sobers from the boats on one side. The chief mate was on the starbard side; ladies from the top deck, and passenger from the saidon deck. He saw two or three ladies and Dr. The ship was settling forward. His efforts at pacification were not successful, as the passengers rushed out to the deck. The boat he was in had 17 or 18 people in it. The land was about a mile distant. It was foggy when the vessel sank. The passengers were landed at a sake keep. Six of the crew were in the boat.

The ship three were 109 passengers altogether, 103 with tickets, three with passenger in the boat.

It Was Quite Dark is the deck hands, and going he would not, say whether nay of the could not, say whether any of the rew were all perfectly sobers from the boats. When he was about a from the saisted in lowering them. The port boats sisted in lowering them. The port boats were available quickly and properly. The skip he could not he says the could not in lowering them. The port boats were available quickly and properly. The skip had no list, and was straight on less the officers were all perfectly sobers from the Three witnesses were exprimed, the John Misself.

Three witnesses were exprimed, the John Misself.

Three boats on the port side were numbered sel sank. The passengers were landed at Sel sank. The passengers were landed at Witness was in charge of the port after boat of the boat until Mr. Bishop took command. The other boats seemed to be defined in the port side. Six of the crew were in the port side were numbered was sisted in lowering the wooden boat on the port side were until the port side. Six of the crew were in the boat of the boat one tackle vorked faster than the boat took in a little was stopped. When the boats left with boat one tackle vorked faster than the boat took in a little was stopped. When the boats were: Mr. To Capt. Thompson—Witness were: Mr. To Capt. Thompson—Witness were in the port side were in the port side with the port side. Six of the crew was some danger of the port after boat of the boat one tackle vorked faster than the boat took in a little was stopped. When the boat one tackle vorked faster than the boat took in a little was stopped. The boat one tackle vorked faster than the port side were in the boat one tackle vorked faster than the boat one tackle vorked faster than the port side were in the boat one tackle vorked faster than the port side were in the boat one tackle vorked faster than th

To Mr. Davies-Witness said he look-

quarters in the forecastle when the ship struck with considerable of a shock. The blow struck opposite his room, and burst

W. H. Shakespeare and Miss Winnifred Raymond United in Bonds of Matrimony.

LAID AT REST TO-DAY

A. E. Kendall Were Largely At-

the Roman Catholic cathedral. The church was crowded, and Rev. Father Kennedy conducted solemn services suitable to the occasion.

The sympathy which is felt towards the

To Capt. Gaudin-He assisted on two bereaved relatives could not have been bet-The first mate, second mate, Fireman in the shape of floral designs which were in Hutch, himself and the watchman as-

floral tributes. Deceased was about 2 the shore was not at distance the shore was not at distance. To Capt. Gaudin—He joined the Islander of age. To Capt. Gaudin—He joined the Islander when the ship struck to see afternoon.

To Mr. Davies—Witness said he look the forward when the ship struck to see and put all ander last May, and had been with her adjourned until this afternoon.

To Mr. Davies—Witness said he look the forward when the ship struck to see and put all this ander last May, and had been with her adjourned until this struck to save other lives. They ever since. He had received no instruc-

Could See Nothing.

The latter was in the wheelhouse with the captain had just relieved him, several passencers, who shortly after was in the wheelhouse with several passencers, who shortly after was free the wheelhouse with several passencers, who shortly after was free the wheelhouse with several passencers, who shortly after was free the wheelhouse with several passencers, who shortly after was free the wheelhouse with time the captain had just relieved him, several passencers, who shortly after was free the wheelhouse with the captain.

Before the latter did so, however, he sked witness what time the vessel was partial as to his duties of the short of the sons of England, here about before reaching her. The every sold the day is the contrast in good condition, and the day is the country and the passencers who shortly after was in the wheelhouse with the captain had just relieved him, several passencers, who shortly after was free the wheelhouse with the captain had just relieved him, and one deck. Witness could see a ship's length and the night was were to see that everything was settly for the night, and the first witness called. He stread witness what time the vessel was laking, and witness was constanted by the captain.

Before the latter did so, however, he sked witness was captain as to his duties in the court of inquiry sate the loss of the sturd of werekage about, but no other were as a lot of werekage about, but no other was a lot of werekage about, but no other was in the dear with the captain had just relieved him. The latter was in the wheelhouse with the captain had just relieved him. The latter was in the wheelhouse with the captain had just relieved him. The latter was in the dear was a lot of werekage about, but no other was a lot of werekage about, but no other was a lot of werekage about, but no other was a lot of werekage about, but no other was in good cord. The equipment was to his duties at the had been on the first with the captain had dear with the captain had been was not being the c

"When the passes and he captain such as some of the cast of the captain such as some of the cast of the captain such as some of the cast of the captain such as some of the cast of the captain such as some of the cast of the captain such as some of the captain such as some of the cast of the captain such as some of the captain such as the captain su

Catarrh and Colds Can Be Relieved in 10 Minutes. Permanently Cured.

Eighty years old-catarrh fifty years. Dr.