

McLaren, of the Vancouver ing Trades' Council, who is here business for his cou

could not be confirmed.

those responsible for the dis-

of distress, the Tacoma Ledger

regard to the steamer not displaying

ard '

had operated well.

about 25 years of age, and leaves a ress spoke to the mate about putting out when the boats were being launched. whom was the mess boy. Seattle. "When the first boat turned turtle I At that time I was at the second boat saw, besides Capt. Lawrence, a couple and the captain rushed up and told me of the cnew and a number of women. "We then commenced lowering the not the only one who is going to drown." covered. of the cnew and a number of women. port boats. This work completed, we started in to throw the cargo overboard." Answering the coroner, witness said that Capt. Roberts was on the burricane deck at the time of the launching of the boats. He did not know who was in charge of the more way in the second sec Juryman Rostein wanted to know charge of the work, unless it was the whether the hull had ever leaked. Witpurser and the second officer. We had ness replied that it had not in any Asked by Juryman Marcon whether he had confidence in the small boats. witness said they were staunch but no good in such a sea. He said, "After the first boat had capsized I was surprised to see the others lowered and no attempt made to save those struggling in the duced to take up the search. water." There had been no panic among the crew or passengers, although the latter were excited. Mr. Lugrin asked what storm signals Witness the were displayed at Townsend. Witness, continuing, said: "Everybody in reply described the signals. These, he understood, meant that a heavier blow was coming than that already prevail-ing. There was a heavy general cargo Juryman Cullin asked where Capt. Witness re- loaded, mostly forward. It was about one o'clock when the cargo began to shift, and the ship was then off Protec-"Just before the tugs came up we were tion island. The rudder of the vessel At this juncture Juryman Marcon for an adjournm Mr. Lugrin here asked the coroner

a addressed the meeting on union matand the legislative committee was ructed to render him all aid possible is work here. The council then ned.

MINER INJURED.

Vanaimo, Jan. 14.-A miner named Il was brought in from Extension last ht badly injured by a fall of coal. His and shoulders are broken, and he is injured internally. His condition is ical this morning.

ancer a Constitutional Disease.

tecent experiments all go to show that re is a peculiar condition of the blood t favors the growth of Cancer just there are certain atmospheric condins that favor the growth of mildew. is the special mission of our Constional treatment to so alter this condithat the Cancer cannot exist. hat we have been successful is easily en by testimony of reliable persons o have been cured in all parts of the on. Send 6 cents in stamps for book, "Cancer, its Cause and Cure." Stott & Jury, Bowmanville, Ont.

BORN.

FFS-At Nelson, on Jan. 7th, the wife of A. Jeffs, of a daughter.

NG-At Nelson, on Jan. 9th, the wife of A. G. Lang, of a son.

IVE-At 25 Henry street, Jan. 6th, the wife of N. Olive, of a daughter.

MARRIED.

ITH-FLESHER-At Greenwood, on Jan. 6th, by Rev. W. Robins, Walter M. Frith and Miss Lottie H. Flesher. ANEY-GREER—At Vancouver, on 1 11th, by Rev. C. C. Owens, J. H. Dra and Miss Helena Greer.

DNEY-COLLINS – At Vancouver, Jan. 12th, Frank Cudney and tha Col

RPOLE-NEWLAND-At Savonas, on Jan. 11th, by Rev. H. S. Akchurst, D. P. Marpole and Miss Catherine A. New-

DIED.

SKER-At Vancouver, on Jan. 10th, Mrs. E. M. Hosker, aged 66 years. EET-At Vancouver, on Jan, 10th, Wil-am Sleet, aged 60 years. KEE-At New Westminster, on Jan. 11th, Sophia, only daughter of Hamilton McKee, of the B. C. Penitentlary staff. aged 17 years

R SALE-Fresh cow. Apply to S. Sid-ell, South Saanich.

k Godwin, editor of the New York ng Post, and well known as editor hor of several books, died on sday, aged 88 years.

ecalling the trip across the strait, he that point. She has her flag at half id he saw a tug with a tow in the mast and it is presume that she has her mast, and it is presume that she has reon of Smith's island, but he covered one or more bodies. ught nothing of it. as sighting tows common occurrence in the strait. INQUEST CONTINUED Iad the officers of the Umatilla been sed of the facts, this staunch, ocean-

ing steamer could have reached the Two Witnesses Gave Evidence To-Day allam before midnight, and with her -Suggestions By Counsel. erous boats and many men could un edly have saved every soul on At the inquest this morning into the

circumstances of the Clallam disaster, C. Collector Milne has taken steps to have wreckage closely guarded, and has placed H. Lugrin expressed the opinion to A. officers on duty along the shore between E. McPhillips, representing the provin- not received orders from anybody to Sidney Spit and Beachy Bay. He has cial authorities, who have charge of throw over the cargo. It was unloaded weather the Callam experienced. Instructed Mr. White, of Sidney, to take these proceedings, that the attorney- over the starboard side. general's department should at once take "After this work, writess content we cleared the pumps to see whether charge at Sidney, and with an assistant that officer will watch the coast between into consideration the propriety of issu-Sidney Spit and Cordova Bay. Another officer will be on duty between Telegraph ing warrants against all persons directly dusk. Finding the pumps would not Bay and Beacon Hill. The shore line or indirectly responsible for this disaster. operate we turned to the buckets." from the latter point to Esquimalt will He claimed that the evidence already Replying to the coroner, witness said from the latter point to Esquimalt will He claimed that the evidence already be in charge of a third officer, while still given has disclosed sufficient ground for at first the pumps would work well, but such action. As the representative of the Dominion government he urged that this a fourth officer will be on watch between Esquimalt and Beachy Bay. These officers will all report at central stations step be taken. Mr. McPhillips promised to make the necessary representation to at noon every day. Notice is given by the collector that all wreckage must be

the attorney-general. It is understood then started bailing. This was continued turned over at once, and if this is not that the charge will either be man- until the tugs approached. claimed he will offer it for sale immedislaughter or criminal neglect. ately. Persons failing to turn over

There were two witnesses examined. Roberts was all this time. vreckage in their possession will be sub-ect to a fine, for section 217 of the The principal evidence was given by R. plied: "Capt. Roberts, as far as I know, S. Griffiths, one of the crew rescued from was on the bridge." the wreck. W. J. Holden gave a brief "Just before the tu Customs Act, says: "Every person who has in his possession, in port or on land, account of the circmstances of a previ- unlashing the anchors. I asked the mate | was not in good condition. any goods derelict, flotsam, jetsam ous accident to the engines of steamer then what the depth was, and he said (150 fathoms.' I said, 'Why, the wreck, and which are dutiable, and does

Clallam. not give notice thereof to the nearest Wm. James Holden, the first witness anchors will be no good here, we haven't called, said: "I was passenger on the that much cable.' Just after this I saw officer of customs without unnecessary delay, or does not, on demand, pay the Clallam on December 19th. We left the light of the tug and the mate and I duties thereon, or deliver the same to the Seattle at about 8.30 o'clock, and before ran to the hurricane deck and told the proper office, shall incur a penalty of reaching Port Townsend the engines captain a steamer was approaching. We stopped. The vessel was drifting about then got two lanterns and started wavtwo hundred dollars, in addition to other liabilities and penalties incurred by him, for two hours or thereabouts. I noticed a tug approach and saw it leave shortly after. Another tug then came up and I in the social hal?. This I secured and and the goods shall be seized and forfeited; and every person who removes, n quantity or quality, any such goods, noticed it also leave. A little while after started walking from one end of the ship unnecessarily opens or alters any this the engines started, and we went to the other to attract attention." ackage thereof, or abets any such act In reply to a question from the jury, into Townsend." re the goods are deposited in ware-In answed to Coroner Hart, witness witness said he knew of no distress sig under the custody of the customs said nobody left the Clallam on these nals on board. In this connection he

rs, shall, in addition to all other lia said: "One of the crew got a flag just s and penalties incurred by him. 'At this time," witness continued, "we after the boats had been launched and " a penalty of two hundred dollars." had a sail hoisted. There was no ex- reversing it hauled it half-mast. reported this afternoon that the citement. The sea was not rough. The captain saw him and made him take it may go out and this time make steamer was drifting towards the rocks. down and put it at the top of the mast h for the hull of the Callam, but She was helpless for about two hours." | right side up, as if nothing was the matthe hour of going to press this Answering Mr. Lugrin, witness stated ter. We could see a steamer passing at terred yesterday afternoon with military that there were about 50 passengers that time. The captain then seemed to honors. Services were conducted at the ce is beginning to be brought out aboard at the time, as far as he could change his mind and had the flag pulled B. C. Funeral Furnishing Company's coroner's inquest of a most startrecollect. acter, and C. H. Lugrin, counsel Richard S. Griffiths said he had been were made to the steamer only with the officiated at the grave. ted by the Dominion government, ted this morning that he believed employed on the steamer Clallam since ensign and the company's flag. It oc-last June. They had left Seattle on Fri-curred to me to secure a blanket, dip it lery of Work Point were commanded by ought to be issued for the ar-

day at the usual time. Telling the story in oil and in that way attract attention." of the trip he said: We left Port Townsend at the regu- long the flag had indicated that the ship | band. Then came the gun carriage on lar time, and in twenty minutes struck was all right. Witness replied for barely which was the coffin, draped in an ensign a head sea. Before leaving I had noticed | ten minutes.

storm signals at Townsend. As the ship plunged into the sea the waves would break over, wash along the upper deck asked whether the Clallam wanted a Gr. Quarre, Gr. Kurwin and Gr. Hous-Had the ill-fated steamer Clallam any signal of distress visible ance, most of the passengers their lives in the fearful disasand leak through to the main deck. tow. The captain then said to the mate, week, if not all of them, might Wnen we washed the deck down the water always leaked through, it wasn't holler.' The mate didn't seem to be a saved by the collier Mackinaw. properly corked. We all got dinner about able to make himself heard. He asked 12.30, just after the ship left Townsend. the tug to 'tow to Victoria.' I then s, when the Mackinaw passed miles and within sight of ring steamer last Friday afterwas no signal displayed to I turned in and was reading when I shouted, asking them to take us in tow. 'heard the freight shifting to the star- They asked 'where to,' and I said 'anylistress. It has been said that hoard side. I then came on deck. After throwing over some kegs I went to where throwing over some kegs I went to where the other members of the crew were. They asked where to, and I stan any where to safety. Another of the crew asked to be taken to Victoria, but the Holyoke's captain said he could not on ach as a fire-cracker on board. The and found that the oil cake, of which we account of the heavy head sea. They the funeral of the late Livingston

whether there had not been sufficient evidence disclosed for the issuance of war-The coroner would not discuss the pro-

Mr. Lugrin then made the suggestion referred to above, and an adjournment was taken until to-morrow morning. when the inquest will be held at the court house.

A SOLDIER'S FUNERAL.

Remains of W. Cherrott Interred Yesterday With Military Honors.

The remains of the late Wm. Cherrott. the former Work Point artilleryman, who met death in the Clallam wreck, were indown and put up at half-mast. Signals | apartments by Rev. Mr. King, who also

Sergt. Dunn. They headed the cortege Juryman Marcon wanted to know how | and were followed by the Work Point A detachment of Royal Engineers

A large number attended the funeral and many floral tributes were presented

THE LATE CAPT. THOMPSON. Many Floral Tributes to Memory

Well Known Victorian.

As mentioned in yesterday's Times,

widow residing at 905 Twentieth street, the anchor. This morning another body was re

remained with the wreck as long as it is or starsail was set about dark. It was above water, and whose remains was up an hour when the sheet was car-

engine room gratings. If the cargo had the hurricane to the saloon deck. been thrown over before the boats were

At the coroner's inquest this morning the evidence of R. Griffith, deck hand on the Clallam, was continued. Capt. Harry H. Morden, who piloted

steamer Umatilla to the Sound on the others had tried to fix the port. The the Friday night the Challam sank, port would be about ten inches in writes in explanation of the paragraph diameter. The broken one was on the appearing in yesterday's Times as fol-lows;

"In yesterday's issue of your paper, water line when the ship was on an first page, third column, the item quoted even keel. No effort was made to stop from Port Townsend Call, stating that I it from the outside as far as he knew. had not heard that the ill-fated Clallam It was about two feel below the main

evidence as being an ordinary tow. It is quite needless to state that had any indication of trouble been manifested the ship would have been headed for the of the ship. to the Umatilla's commander. Lest undue censure might find place in

minds of the people, I would be glad to have the item corrected." 3 p. m.-Another body was found a

Esquimalt near the naval yard this afternoon, but at the time of writing it is impossible to give particulars.

THE INQUEST.

This Morning's Session.

The examination of R. Griffiths before he coroner's jury was resumed this ning, the witness being questioned by . H. Lugrin and A. E. McPhillips, K.

tively.

When witness was roused from his

operation of the engines. morning another body was re It was picked up astern of the Grafton, and being taken to the solution tother solution to the sol flagship Grafton, and being taken to Hayward's undertaking parlors was there identified as that of E. Lockwood, the freight clerk of the lost ship, who had the ne let to release it. One of the

command of the second or third. When the first boat capsized witness did not

He didn't know whether the captain fered, as suggested at the meeting of the board of trade last night, it is thought that Indians and fishermen will be in-the probability have been lessened. The wind was blow-the trade last high the same the meeting of the have been lessened. The wind was blowing steadily. Up to the time the boats pumps been workable they would have rendered great help.

There was a searchlight on top the pilot house. It was operated by elec tricity, the dynamo being in the engine room. It was necessary to have steam in the boilers to operate the dynamo. He knew of no rockets, guns or detonators of any kind on board the steamer.

The half-masting of the flag wouldn't necessarily mean distress-it indicated death. It was difficult to indicate disress with the United States flag. was up when the freighter passed. There was disabled, was incorrect. I left Vie-toria at 11.50 p.m., the night of the dis-main deck. A man, with proper precau-use on the const, but none were used on

rudder. The lights which I am quoted as having seen off Smith island only bore would drift on one of the islands. Per-sonally he didn't think it would go down. all the flags were on board that day. Three boats were lowered over the Of the passengers, witness knew only side, and the other three were hung out Miss Murray, Mr. Davis and Capt. scene and the matter reported forthwith on the davits. Only two boats got clear Lawrence. Witness assisted in the bailing. In the fire room a gentleman whom

Currie get into the first boat, and Alex. | Thompson appeared to be the leading

After the boats were launched a barrel occurred to the captain, or he would not of oil was thrown overboard-to get it ! have sent the Sea Lion to notify the out of the way and not so much to allay Holyoke. The hawser had to be cut by

Nothing was said in witness's hearing launching. When witness saw the passengers being made to save passengers of the strugging in the water the captain was lifeboats struggling in the water. Some of the first boat's passengers might have been lowered from where he stood. have been saved. The occupants of the The passengers of the first boat must second didn't last long enough.

They all wore lifebelts. Some may was lowered. Witness, from the saloon have urged the captain to throw over deck, saw it turn right over. He saw life buoys or the raft, but witness dil

condition, about a month ago when leav-ing Victoria harbor luff ropes had to be made to rescue the struggling passengers good load. The Challen down a pretty The steamer may have had about y Victoria harbor luff ropes had to be ed to make the rudder work effec-etr. In adde to rescue the struggling passengers of the second hoat. He saw no life buoys thrown over. In the tarbard of Helallam drew about seven feet aft when light. When off Trial Island she was down nearly to the

when wheres was roused from his berth on Friday week the ship was some distance northeast of Discovery Island. He indicated approximately the locality on the chart. He was unable to define the steamer's course from that point. He

R. Griffith Gave Further Evidence at

C., representing the Dominion and pro-vincial governments respectively.

across the straits into Esquimalt har to be poorly arranged. bor. The remains will be interred in Seattle, and will be also shipped on the Dolphin this evening. The late Mr. Straits.

Dolphin this evening. The late Mr. Straits. When the boats were lowered the Lockwood was about 40 years of age and leaves a widow residing in Seattle. When the boats were lowered the think the second had been lowered from

The search for more bodies continues, and if rewards for their recovery are of

aster, Sth inst., on steamer Umatilla, en it was generally understood that the doomed vessel had found shelter under Trial island, presumably with a broken widder the Callal to the class of the class to the control of the class of the clas

He saw Capt. Lawrence and Bob ahe now knew as Capt. Livingston

Currie get into the inst boat, and Alex. Harvey into the second boat. These were the only men he saw get into the boats. The ship had a strong list to starboard at the time, which would tend to throw the boats clear. Thompson appeared to be the leading spirit. It was half an hour or there-abouts after bailing ceased that witness ascended to the rigging. He couldn't say why the people on the Clallam do not let the hawser. It could not have

the seas. No attempt was made to bring the tug people. the port boats to the starboard for |

on the hurricane deck. The boats must

The passengers of the first boat must have been in the water before the second

He said, in reply to the former, that men and women put in the second boat. If buoys or the the Challam's steering gear was in bad This was about fifty feet from the ship The steamer

The third beat was lowered about fif- guard.