

FLED FROM A SHADOW.

The Steamer "Corona" Amuses Herself With Heroics and Runs to Port Townsend.

In No Trouble With the Canadian Authorities So Far as the Later Have Known.

Her Peculiar Action Said to Have Been on a Tip From the Cutter "Perry."

Victorians had their first intimation that an international quarrel was brewing with the wrecked Corona as the bones of contention, at 2 o'clock yesterday afternoon, when the tug Lorne returned from the north, but without the disabled steamer for which she had been dispatched.

"We lost her at about 12 o'clock this morning," said Captain Wallace Langley of the tugboat—"that is, she is not lost but gone before."

Early yesterday morning the U.S.S. Perry hailed the procession of Entrance island, the Corona at that time being on her way down with the Lorne and the Canadian wrecking steamer Maude, and finally sent a boat on board containing several of the cutter's officers who held consultation with Captain Goodall.

When the Perry dropped off, keeping for some time in company with the procession, however, the American tug Pioneer made her second appearance, and when off Patois Island yesterday the Corona quietly slipped the Canadian tug's line, and with her own steam and the Pioneer's assistance proceeded to Port Townsend.

"I haven't the slightest idea why the Corona's people should make such a grand stand play," says the collector with a laugh. "We had nothing against the steamer. The only way in which she has even now transgressed the law is in failing to report as she went on to Port Townsend. It may be that she had some small private bills here, but such would not be likely to enter into calculations, and her business with her would not have delayed her an hour."

"It would seem that Captain Goodall simply had an unnatural and groundless fear of trouble at Victoria. The point that surprises me most, however, is that played by the collector and the cutter Perry in the case. It hardly seems probable that an American government vessel would sanction and actively assist in a direct violation of the law, however trivial the irregularity. I think there must be some mistake in that."

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When the Corona was floated, having wrecked at British waters, it was the ordinary course of things that she would report here before proceeding to an American port. No international complications were thought of in the matter, nor any suggestion discussed where she should report until it was learned this morning that Captain Phillips of the Perry on leaving Port Townsend had special instructions from the treasury department, according to the Port Townsend press, to intercept the Corona at Victoria, and to advise her to proceed to Townsend without reporting. It is this feature of the case that Collector Milne cannot understand.

The point at which the Corona forsook the Lorne and accepted the assistance of the Pioneer is in neutral waters off Patois Island, and not more than forty miles from Victoria. The slip-away had evidently been anticipated by the Pioneer's skipper, for he had appeared on the scene at British waters on Wednesday afternoon, just as the Lorne-Corona-Maude procession entered Seymour Narrows.

At this time the American tug steamed up alongside the Lorne, and a few words passed between the captain and the skipper of the Pioneer, who turned about. The tide was running strong through the Narrows, and as a consequence, none of the string ventured through, putting in a little key to the northward, where all found anchorage for six hours. At 5:30 a start was made, the Pioneer running ahead, but at no great distance, and the Maude "tacked on" to the Corona as before. Thus they proceeded for some miles.

At midnight the Pioneer was lost sight of, and a little later, lights were seen that were supposed to be hers, but subsequently proved to belong to the U.S.S. Perry. This wreckage made her appearance at daylight, and steaming alongside the Corona lowered a boat and sent a party of her officers on board with what appeared to be letter mail. This took place just opposite Entrance island, and shortly after the Maude parted company and made shoreward, intending to run to Victoria alone through the inside waterways. Starting up again the cutter steamed by the Lorne and then kept mile or two in the lead, the Pioneer in the van, the Maude standing by. Off Patois Island the Lorne's hawser was slipped, and the big tug with no further ceremony headed for Victoria.

That the Corona would go to Port Townsend to discharge cargo had been known for several days—ever since Capt. Libby paid a visit to the city to make the necessary arrangements—and why this should be made the occasion for so much mystery and sensation cannot be understood by the plain folk of the waterfront.

THE "CORONA'S" CONDITION.

With Decks Swept Clean and Machinery Rusty She is Still Worth Ten Lost Steamers.

Disfigured and badly crippled as a result of her ten weeks' battle with wind and sea, the once fine and palatially equipped Pacific Coast steamer Corona, which struck on a reef a few cables to the southward of Lewis Island on the 23rd of January last, arrived at Port Townsend from the north yesterday. There she will clear her holds of cargo and afterwards go to San Francisco to dock—these being the plans as at present understood by those in charge.

With hurricane deck and part of the engine bulkhead gone, and with wrecking gear piled all around on deck, the Corona is a picture of ruin, that at once suggests the narrow escape she had from total destruction. A few weeks ago the vessel appeared to be a hopeless wreck, not worth an attempt to save. She wrecked with anything other than British appliances, and these were alleged to be inadequate. She lay at an angle of forty degrees between stern and bow, with bow overhanging a ledge about 70 feet, and stern under water. A large quantity of electric currents set in strong on every hand; she was 500 miles or thereabouts from Victoria; and altogether the wreck was something that a man with limited capital could have nothing to do with.

This was how many speculators reasoned. Fortunately in this respect all did not think alike, and the underwriters and the Pacific Coast Steamship Company were among the exceptions.

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SPAIN IS HEARD FROM.

Claims to Have Evidence That the "Maine" Explosion Was From Internal Agency.

Any United States Demand for Compensation Will Therefore Be Fittingly Resented.

MADRID, March 17.—The following semi-official note was issued here today: "The report of the Spanish commission on the Maine is not yet known, but the statement of several technical officers who have made a close examination of the scene of the disaster, show it was indisputable due to an internal accident. American assertions to the contrary therefore are deplored in official quarters as tending to mislead public opinion and render the situation still more difficult from the standpoint of maintaining friendly relations between the two countries. It may be regarded as not officially correct to say that a technical commission present a report declaring the disaster to be due to an external explosion, the public here will require to accept such a finding and any demand for an indemnity based thereon will be indignantly repelled by Spain."

WASHINGTON, March 17.—The Spanish minister called at the state department at 3 o'clock and remained with Judge Day, until 11 o'clock. He then returned to his office, where he was extremely reserved at his conclusion. It is understood, however, that it developed no new phases but was a general talk in which pacific assurances were exchanged and a hopeful view of the situation expressed. At the time the naval orders taking the battleships Texas and Massachusetts from Key West to Hampton Roads were not known at the state department, so the minister was not officially informed of the fact. He had, however, and was naturally much gratified, as the gradual strengthening of the American fleet at Key West had been the source of grave apprehension by the Spanish government.

The semi-official statement given out at Madrid advancing the government view that a demand for indemnity based on Spanish responsibility for the Maine explosion would be indignantly repelled by Spain, attracted much interest in official circles. There has been little doubt for some time that Spain was preparing for the contingency of an adverse report by the American court of inquiry, and it was not without interest that the government was so ready to anticipate and offset it by making clear the official policy of standing the report of the Spanish commission. The representative of the latter body was due in Madrid yesterday, and while its conclusions are not officially known, it is foreign conclusion that it will find that the Maine disaster was due to accident resulting in internal explosion. This was foreshadowed in the advance utterances of Captain Perat, head of the Spanish court of inquiry, who stated several days ago that the theory of external explosion was untenable.

A LONG SUIT ENDED.

Mrs. Sears Receives the Final Payment From the Seattle Street Railway Company.

SEATTLE, March 16.—The final payment in the famous judgment of Mrs. Annie Sears against the Seattle Consolidated Railway Company was made yesterday. This damage suit, for personal injuries received in a car collision in 1891, had been through the Supreme court, United States district court, and the court of appeals. Every decision rendered was favorable to Mrs. Sears, and she has come through six years of litigation with \$1,000 in cash and a reward, she thinks for the injury, which will probably deprive her permanently of the use of her lower limbs.

In 1891 Mrs. Sears came to Seattle from her home in Victoria to visit her cousin, ex-Mayor and Mrs. W. D. Wood. She is the wife of Frank Sears, formerly editor of the Victoria Daily Times. While riding on an open car near Fremont, on September 16, 1891, a lumber wagon crossed the track ahead, and in the collision which resulted Mrs. Sears was thrown to the ground. She fell flat on her back, and the effect was to partially paralyze her lower limbs.

Suit was commenced in the superior court, Judge Richard Hanson presiding. Her attorneys were Thompson, Edson, & Humphries, and Mrs. Sears claims that they undertook to carry the case to a successful conclusion for one-fourth of the judgment. In addition, on a previous occasion, she had been advised by the same attorneys that she should sue her husband, the attorneys were to have \$1,000.

The case was carried to the supreme court on appeal by the railway company, but was there decided favorably to the plaintiff, judgment being given for \$16,000, the interest from which was sufficient, in the opinion of the jurors, to support the maimed woman. The Seattle Consolidated Company had in the meantime gone into the hands of a receiver and the case was set up in the United States court, the bondholders of the road contending that the mortgage existing on the property should be paid before the judgment held by Mrs. Sears. Last November, Judge Hanson decided that the judgment had precedence of the mortgage, and payment of Mrs. Sears' claim was begun.

Since the case had dragged for so long it was not without interest that the railway company should have been so ready to accept the amount of legal labor involved in the case. Mrs. Sears' attorneys made a strong fight for a larger fee than was allowed them in the original contract, but this being carried before Judge Hanson, was also decided in favor of Mrs. Sears.

Her home is now San Francisco, Cal., and having collected the last installment on the payment of her judgment, she will return to her home.

CONDITION OF CUBA.

Mr. Proctor States in the Senate What He Saw on His Recent Trip.

WASHINGTON, March 17.—Senator Proctor, who has just returned here after a two weeks' stay in Cuba, and who it was said had gone there to report on the condition of the island, made a lengthy statement regarding his trip in the senate today. He began by saying that more importance had been attached to his report than was necessary, but he thought a public statement would be beneficial. The only thing he had said about the matter to the President was that he was going to Cuba to see the condition of the island, and he was told that his report would be made the subject of a public statement. He said that he was going to Cuba to see the condition of the island, and he was told that his report would be made the subject of a public statement.

COUNTING THE COST.

Spanish Financiers Figure That the Money for Another War Could Be Raised.

MADRID, March 16.—The Financial Press comments upon the facility with which Spain has supported the heavy financial burdens incurred on account of the insurrection in Cuba and in the Philippines, and points out that although since Senor Sagasta has been premier the cost of the wars has exceeded 300,000,000 pesetas, the note circulation of the Bank of Spain has only increased from 1,174,926,306 to 1,259,630,600 pesetas. Thereupon, the Press asserts, no one doubts that if a fresh loan is required it could be raised as easily as was the case with the loan raised a year ago.

A Wicked Postmaster.

ORILLIA, March 16.—(Special)—Thos. Goffat, Postmaster here, attempted to commit suicide last evening. He had been in custody some time charged with having committed a crime in connection with a young girl named Fanny, who died recently. The wound is not expected to prove fatal.

In the Nursery.—Little Hans (to Karl).

Look here, Karl, we must be very naughty today, so that we can promise you a birthday to-morrow that we will be better."

DYSPEPSIA INDIGESTION.

HEART-BURN and indigestion are quickly relieved by FLOPSAPLEXION, sample bottle free by mail or by return of 10c. Address Franklin Hart, Dept. Z, New York.

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The correspondent adds that Japan has received no intimation of Russia's intentions regarding Port Arthur, beyond a notification that few warships will go there temporarily. Japan is determined not to allow her interests in China to be damaged by Russia, and will resist any attempt on the part of the Russians to establish themselves in Korea.

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