OTTAWA LETTER.

Most Interesting Debate Se Far This Session

Grew Out of Mr. Maclean's Proposition to Remove Government Railways From Political Influence.

Of Course Mr. Blair Could Not Endorse the Proposition - Clarke Wallace Made & Strong Appeal for Doing Canada's Trade Through Canadian Ports-Other News.

OTTAWA, Feb. 19.—Sir Charles Hibbert Tupper's temporary defeat of last year, arising from his attempt to secure from the government particu-lars of alleged irregularities and ing in the Yukon, was not we. Although blocked for a long year, he was not beaten, and yesterday he had in a lengthy motion, call-ing upon the department of public rks to bring in a return of all reports made by Mr. Charleson respecting telegraph construction work, formerly or now under his charge, showing also the names of men em ployed under him between Bennett and Dawson and the nationality of each, so far as possible, and many other particulars which it is not necessary to set forth here. It suffice to say that if the government accedes to Sir Charles Hibbert's request many practices heretofore unexplainbe either condemned or approved of by parliament and the people of Canada. That Sir Charles Hibbert's attempt is as displeasing to the government as it was last year was evident when the minister of public works completely lost his temper and in a display of bad judgment hurled insults across the floor of the house at the member from Pictou.

When Sir Charles Hibbert rose to his motion he informed house that a short explanation of his might be in in order. He thought that the government or the minister of public works might well explain some very curious circum-stances which surrounded the expenof some half a million dollars in establishing telegraph communica tion between the northern boundary of British Columbia and the Yukon territory. In cases of such large expenditures it was proper that the people of the country should receive some information as to how the funds disposed of. Last year he made an effort to obtain information in regard to what he understood to be a scandalous waste of public money. But he was met in an opposite spirit from that in which he himself had brought the matter forward, and hich could be countenanced by no self-respecting government, and it appeared that an extraordinary effort was made not merely to keep the facts from parliament, but there was a disposition to subject any person asking for such information to personal attack and slander.

Sir Charles Hibbert explained how, during month after month of the ses sion of 1900, he had seconded first Mr. Bergeron's efforts to induce the govnent to explain certain allegations made against Mr. Charleson, had been given great freedom in the expenditure of a large sum of money in carrying on an extensive work. telegram had been read in his (Sir Charles Hibbert's) absence from the house, contrary to all rules of the house, charging him with making unfounded statements in regard to Mr. Charleson's character. He wanted to say that he had never suggested any thing that might be taken as an aspersion on the character of Mr. Charleson, and he would be sorry to say that Mr. Charleson could not have vindicated himself had the opportunity been offered. Any reflection that Mr. Bergeron may have made was not on Mr. Charleson, but on the department of public works, and consequently on Mr. Tarte. Time and time again a motion for the information sought had been blocked. The prime minister himself had been sked to allow the motion to pass, and the government did not object at the time, but later a protest against the admission of the motion was made unless it was first placed on the order paper. Any person familiar with par-liamentary procedure knew that this ant that the motion could not com up at that advanced stage of the ses sion. The postmaster general, who was acting as deputy minister of pub-lic works, was notified by Laurier according to the latter's ment, to bring down the information, out so far parliament had not been nonored with its presentation.

The other day Sir Charles Hibber put another question covering matters concerning which he now seeks enlightenment, and was surprised to find that he had to contend with the same opposition as in 1900. He was told to put a notice of his motion on the order paper, and this he did. Yesterday he severely reprimanded the government for its action, and enquired if the gentlemen to the right and left of Mr. Speaker were to be encouraged or discouraged in concealing matters which ne held it was the duty of every member of the house to bring to the notice of parliament at the earliest opportunity. The government, he urged, had evidently adopted a policy which would necessitate a personal investigation on the part of any member who sought to clear up what he might have good reason to believe was an injustice and an outrage on the country. Never before had such a suggestion been made in the house. Never before had a member been subjected to insult in his absence from the house. He would say again that he had made no charge He would against Mr. Charleson, nor did he intend to make any charge at the present time, but he considered it was the duty of the government to give full opportunity for the investigation of

charges which had been published it in the newspapers of the country and which were being pered from street corner to street corner. The facts had been in every person's mouth, men employed by Charleson had repeated them, and he did not think it was necessary for him to do more than call attention to them in order that justice might be done to all parties concerned.

Sir Charles Hibbert in closing presented some of the facts which he sought to have investigated last year. The practice of using trees for the purpose of stringing wires while the poles purchased for that purpose lay rotting on the ground suggested very great irregularities and even more. He then drew attention to the fact that the Telegraph line between Telegraph Creek and Dawson had been built in such a way that 70 miles of mountain intervened between its two termini. If public money was to be wasted in this way he thought that the assistance of the government could be well requested to put a stop to such extravagance. The papers in connection with the Charleson case were probably ready at the present time, and as Mr. Charleson was in Ottawa it would be well to have an investigation at once in order that as defendant the latter might be given a chance to make a personal explanation of the reports now in circulation.

Hon. J. Israel Tarte, minister of public works, followed and promised to have the information brought down without any delay. He took offence at Sir Charles Hibbert's application of the words "scandalous waste of public money," etc. When the investigation was held it would be found that the member from Pictou had again made another statement for which he had no foundation. It was unfair for him to use these big words. Tarte promised that an investigation would held, and basing his assertion on the past experience with the government's whitewashing committees, prophesied that when the enquiry was held it would be found that there was nothing in the charges. The minister of public works then devoted his time to a eulogy of Mr. Charleson and the debt of gratitude that the people of Canada owed to him for favoring them with his services in connection with the construction of the Dawson City lines. One would almost be inclined to think that had Mr. Charleson refused to undertake the contract of stringing these wires that Dawson City would have been isolated for years to but this view of the case may be taken by such only as are inclined to atribute infallability to Mr. Tarte.

Sir Charles Hibbert's reply to Mr. Tarte's insults was spirited and to the point. Through Mr. Speaker he told Mr. Tarte that he (Tarte) would not be permitted to address members of the house in such a manner without at east being called to account. Charles Hibbert challenged Tarte to show that in any instance he had ever knowingly made a false statement on the floors of the house. Probably Mr. Tarte's lack of knowledge of the English language was responsible for his outbreak. Sir Charles Hibbert wished t distinctly understood that he did not blame Mr. Charleson, and that if any responsibility for the present situation was to be placed it would be upon the ead of Mr. Tarte. Time and again an opportunity had been asked for, in order that Mr. Charleson might nake a satisfactory explanation to parliament, and in refusing to grant that opportunity Tarte had been guilty of unfair dealing with parliament and Mr. Charleson also.

Through a motion of Mr. Clarke of Toronto West for an order of the house for all papers, telegrams, etc., respecting the pay of men of C battery, Royal Canadian Artillery, which served in South Africa, or respecting the deduction of any portion of the pay of any of them, an interesting discussion precipitated. Mr. Clarke has asked a number of questions in regard to this matter on previous occasions, but had not been given a full measure of information which he thought de sirable. Accordingly he asked the government to tell the house how much money had been paid by the Canadian government to the men of C battery. He thought the action of the government in withholding a portion of the pay of a number of the men who had seen active service was ungenerous and unfair.

The hon, minister of militia had an explanation to offer which many nembers of the house were unprepared to accept. The position of C battery in South Africa was somewhat different from that of the other artillery corps. They enlisted of course unde the same statute as other members of the second contingent, which provided that they were to receive the imperia rate of pay in South Africa and an additional amount from the Canadian government, which would bring their lowance up to 75 cents per After reaching Cape Town C battery was ordered for duty in Rhodesia, and while there they received a special bounty of 5s. per day. Before leaving for the front, however, a third of the



F. W. CILLETT, Toronto, Ont.

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The mistake generally made in treating lung diseases is in treating the effects of the disease instead of the disease itself. Consumption is in the blood and the lungs are the natural organs for throwing off the poison. It is quite useless to merely stop the coughing or even to heal the lungs while the disease remains in the system because the relief is only temporary. Shiloh's Consumption Cure does allay the coughing and sooth the irritated surfaces of the lungs, but it cures consumption because it gives to the blood the power to destroy and throw off the germs.

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men who were married or had relatives dependant upon them assigned their pay, and these assignments were duly honored by the militia department, who paid to the assignees difference between the imperial rate per day and 75 cents. On the return of the force from South Africa those who had not made assignments were refused the additional Canadian allowance, and it is this class which seeks to recover what it considers its just due. The minister of militia refuses to pay over the money on the ground that the pay received in Rhodesia was imperial pay in the sense in the meaning of the statute, and the cheques although actually made out and sent to Halifax for distribution were withheld and destroyed.

David Henderson of Halton, B. M Britton (Kingston), W. B. Northrup (E. Hastings), W. F. Maclean (Tor-E.), Col. Sam Hughes took in the discussion and insisted that the men should receive the money voted for their benefit by parliament. Mr. Britton, it may be added, was the supporter of the government who had courage enough to urge upon the minster of militia the propriety of pursuing a different course. Even if Rhodesian pay could be interpre ted to mean Imperial pay, he thought that nothing too much could be done for the men who had made such sacrifices in South Africa for the Em-But the strongest point was made by R. L. Borden, leader of the opposition, who gave it as his opinion that the hon, minister of militia was mistaken in assuming that Rhodesian pay was Imperial pay. He felt that the militia department would be bound to stand by the statute, but he cers of that department were no mor capable of expressing an opinion in the matter than the gentlemen who had spoken in the house. The term 'Imperial government" had been used in the statute in contradistinction to the term "Canadian government." He did not think that the Rhodesian grant could be interpreted to be an Imperial grant any more than could grants to the Canadian troops from the governments of Natal, Cape Colony, any municipality, or even a private individual. If the money paid under these last named conditions could be termed Imperial pay, the the men of C Battery were not entitled to their money, but if no such interpretation could be placed on such contributions, then the Canadian government owed it as a duty to pay the difference to all who had not yet received their allowance.

OTTAWA, Feb. 20.-Yesterday par lament devoted most of the afternoon to a discussion of W. F. McLean's proposal to remove the Intercolonial railway from the sphere of political influence. The debate which followed on this important question was the most interesting that has engaged the attention of the house this season. Before it was finished Mr. Blair was placed on the rack and made uncomduring several of the speeches. True he managed to evade the issue and has postponed the inevitable for a short time, but the sentiments expressed by supporters of the opposition and government left no doubt in the minds of those present that sooner or later the government will have to annunciate its policy in regard to the railways of the dominion. Throughout the country hundreds of people are awakening to the act that railroads, built to a very large extent by public money and supported by Canadian citizens, are being used not in the interests of Canada but in the development of Portland, Boston and other ports of the United States. In the house this same feeling is gaining ground, and men have broken away from the liberal party to assure their leaders that neglect of this highly important question will not be tolerated. For a time yesterday, as in the previous debate on the same question, some of the most prominent occupants of government benches were inclined to make light of the situation. But the determined stand taken by every speaker, with the single exception of the minister of railways, show that delay and a disposition to think lightly of the importance of maintaining the freedom of Canadian railroads will not be tolerated.

Mr. Maclean, who brought the question to the front on a motion to go into supply, expressed himself as intending to place it before parliament on nar ow lines in order to invite the fulles expression of opinion in regard to it. Many of his arguments were the same as he advanced on a former occasion, and it is therefore unnecessary to refer to them. Among the new things he offered in the support of his conten tions were letters from different part

of the country backing up his opinio and copious quotations from the news-papers of the dominion calling attention to the importance of his proposals and the desirability of placing Canada in a position that guarantee her full independence in railway matters. He reviewed the history the Vanderbilts, J. P. Morgan, George Gould, Rockefeller, Harriman and others connected with the vast monopoly that has now control of the railway lines, steel and iron industries, copper output, coal fields, oil wells, etc., of the United States, showing their vast powers in the commercial world and their resources for engineering schemes of gigantic proportions. Not content with the wonderful and dazzling trust with which they have been so successful, they are preparing today to secure a corner in the shipbuilding yards of the United States. This will perhaps be the limit of their undertakings across the border, and then it is not improbable that they will turn their attention to this side of the line. In his recent speech Mr. Maclean proposed to meet any advance made by these capitalists with a move which would place in the hands of the dominion government the control of the C. P. R. and G. T. R. His course, as suggested on that occasion, would be to buy up sufficient stock to give the country controlling interest in the affairs of the companies. Yesterday he announced an alternative. It is quite possible in his opinion to lease either both roads for a period of 999 years at a nominal rental of \$1 per annum each, providing the country is prepared to assume the liabilities of the coads. This is no departure from existing conditions. For today it is the people, not the bondholders or stockholders, who are bearing the burdens of the expense of maintaining these highways of commerce. Supposing, says Mr. Maclean, that the stock and bods wold today bear 5 per cent. interest, at their lapse they could be converted into 3 per cents., thus relucing the liability of the government 40 per cent. and saving to the people

As will be seen from these remarks, Mr. Maclean was talking wide of his resolution, and it was not intil he came to the question of management that he condescended to enlighten the house as to the advantages of removing government railways from political influence. At this stage he announced that it was not fair that members of the house should be making appointments and interfering with railways. In the event of a general state ownership he would take the advice of Sir William Van Horne, who submits that it would be wise, in the event of the country acquiring control of its ailroads, to eliminate every vestige of political influence; employ men (whom he would in a few minutes) at per month; and a gen-\$1.000 eral manager at \$50,000 per annum, if it were necessary to pay that amount. Sir William Van Horne's idea is to have the 15 men whose remuneration is referred to above act as a board of directors, meeting, say, one week in each month. They would be perfectly independent of government control and would under his system have unlimited powers in conducting affairs on business principles. By carrying on the management of the roads in this way the great C. P. R. magnate was confident that it could be made a paying speculation and one which would serve the best interests of Can-

the extra charge.

Mr. Maclean concluded by expressing his opinion that political corruption, as at present understood in con nection with the Intercolonial and government railway, was nothing in omparison to the political corruption carried on by corporations. These monopolists were crying out that the people of Canada were not competent carry on the direction of their railways. It was being said that Canadians were too susceptible to corruption, but he wished to say that in his opinion the Canadian people were as free from such traits as the people of any other great country. Sena tor Hoar, speaking of the people of the United States, said, that he believed that the great bulk of the peo were honest and uncorruptible and Mr. Maclean thought that this remark applied with equal force to Canadians. Summing up he made ieductions from the experience of Canada in cailroading, and invited the government to at once frame some policy in regard to the nationalization of Canadian rallways and to consent to the passage of his motion re political influence.

At the conclusion of Mr. Maclean's

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address there was a painful pause. The opposition expected that the minister of railways would venture to express his ideas as to how threatening situation arising from the aggression of United States capitalists might be met, and that he would give the house some information as to how he felt in regard to the removal of the I. C. R. from the malicious influence of politics. But Mr. Blair was "glued" to his seat, and in order to bring him out Mr. R. L. Borden, leader of the opposition, rose to give expression to the hope that the minister of railways might be good enough to tell the house how he felt in regard to the questions before it. Mr. Borden thought that the gratitude of parliament was due to Mr. Maclean for bringing up such an important matter, but he would not say that he was prepared to go as far as the member for East York. The proposition was one of the utmost importance, and he thought it should engage the immediate attention of the government. The department of railways was placed in an entirely different position from that of any other of the country. For instance, no person was allowed to compete with the post office. The I. C. R., on the other hand, had to meet the competition of other railways, and under political influence he felt that business was greatly hindered. Let the Bank of Montreal or the C. P. R. adopt such measures and it could not be hoped that they would arrive at the results which attended their efforts under the present system. Borden was heantily in accord with the motion to shut off the I. C. R. from political influence, and thought his friend, the minister of railways, should be the first to take up the suggestion.

Coming to the naturalization of Canadian roads, Mr. Borden said he was not prepared to express any definite opinion. He was aware that in Australia and New Zealand the railways were placed under the guidance of a commission, who carried on the business in connection with them with the greatest success. As Mr. Maclean's proposal was a question of a large amount of capital and problems not anticipated at the present time might arise, he thought that it would be unwise to act with haste but he urged upon the government the necessity of having some policy Much money had been spent by th government on less worthy objects, and he hoped that they would act promptly and earnestly in this case.

Mr. Blair is evidently a man of limited understanding. Like Laurier, he attempted to belittle the import ance of the railway question. He could not understand Mr. Maclean, so he said, because that gentleman had not been practical. The hon, minister of railways is against governmen ownership. At least that is the impression he left on the minds of his auditors yesterday. He is also oplonial from political influence. "I cannot conceive," said Mr. Blair, would be possible to have no political influence on the I. C. R.," the "hear, hears" whoch greeted this remark from the opposition benches showed that Mr. Blair's feelings in this matter were fully appreciated. He had little more to say on either question except that he attempted to satisfy the hou ment ownership in the colonies of Australia and New Zealand had been curse to those lands, statements which are not borne out by the evidence of the highest railway author

Mr. Heyd of South Brant then talk d. What he said is a little uncertain but his remarks evidently had some thing to do with what he considers to be the angelic qualities of grits and the utter incompetency and dangerous character of tories. Mr. Heyd, like Samantha Allan, was bubbling over and had to say it.

Mr. Monk made a good impression by his timely and well weighed utterces. He warned the governme of the danger that threatened Canada, particularly the seaports. Everybody knows of it, and he supposed the government had been aware of the aggression of the great capitalists of the United States during the past few weeks. Evidently the government had not thought it over. But he assured them that the people of Canada expected that some stand would be taken for Canadian rights and that an expression of opinion from the government would be in orfer in the near future.

Mr. Monk saw no connection be tween the motion of Mr. Maclean and the nationalization of Canadian railways. He believed that the ministe of railways was wrong when he said there was no remedy for the present evils arising from political influence in Canadian railways. In that respect the government were pessimists. They started out on the principle that political influence was an absolute necessity, and the result was that they could accomplish little good in removing existing evils.

Reverting to the question of the nationalization of the railroads. Mr. Monk could not see that the present situation in the United States analogous to Canada, for the people to the south of us were more or less limited by their constitution in facing such a situation. Our railways been built up by the people of Canada, and in the face of imminent danger parliament could provide a remedy He considered that it would be the duty of parliament to at once exercise those rights placed in their hands in order to defend the national policy of the dominion.

Mr. Bourassa, although he disagreed with Mr. Maclean in his reference to the removal of the Intercolonial from political influence, fell in line with Mr. Monk's reasoning in regard to company railways in Canada. He laughingly suggested that the reason for the government wishing to obtain political control in the railway department, was to enable them to reap some of the advantages enjoyed by the conservative party during the eighteen years they held power. A voice from across the house suggested that the grits hadn't lost much time during the



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past five years, and in that period they had almost evened up the count of the previous eighteen years. Then Mr. Bourassa started to arraign Mr. Blair for his lack of appreciation of the gravity of the situation. He. Bourassa, had been accused of disloyalty, but he wanted to say that in this matter he would prove that he had the best interests of the country at heart. The saving of the Canadian roads was not a matter for the government or for any party to deal with, but it was one of national importance, and Mr. Blair was committing a crime by not giving it that attention it deserved. If American capitalists were allowed to come into the country and secure a monopoly of the railroads, they would not stop there. They would buy the newspapers, they would even attempt to buy the legislature, for it was a matter of common notoriety that legislators had been bought over in days gone by. He did not object to foreign capital, the more the better, so long as that money was used in the interests of Canada, but when it was directed against this country in favor of other nations, he thought it was time to call a halt. Men are being brought today to look upon the railroad question from a national standpoint, and he insisted that the government should at once take steps to determine what policy they will pursue in the protection of the vital interests of this great and growing dominion.

Clarke Wallace and Col. Sam Hughes followed, both favoring the adoption of Mr. Maclean's motion and a measure which would work for the betterment of the Canadian railway system

Clarke Wallace made a strong appeal on behalf of Halifax, St. John, the new port of Sydney, Montreal and maintained, will not be tolerated Tarte had been doing big things about Montreal and other places, in his mind, and the result was not apparent. Montreal was found to have been neglected, and Portland is being allowed to step in and take that trade which is the natural right of Canada. Public opinion is forming in favor of any scheme which will protect Canada against the advancement and aggression of foreign capital to be used against the country's interests, and that feeling will demand of the government the proper consideration of the issue at stake.

On a vote beinb taken, Mr. Macean's motion was lost, the nays having it on almost straight party lines. One of the liberal members who heartily applauded Mr. Maclean was Kendall the senior member for Cane Breton.

J. D. MCKENNA

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Vessel Wrecked in the Falls and the Captain Drowned.

A BIT OF HISTORY.

The fake story now going the rounds of the newspapers of the seven masted schooner to be built above Sullivan's Falls, Maine, recalls the following bit of history, which may have suggested

In 1790 Jacob Eaton, one of the early proprietors of Farmington, Me., con-ceived the idea of building a ship near his home and sailing her to sea. Accordingly he laid the keel of a small vessel at Farmington Falls, on Sandy River, fully forty, miles above navigable waters. Here the little craft was completed and launched, having been christened "The Lark." It is said that the sails were spun and woven by Mrs. Eaton from flax grown upon their own land, and the cordage was twisted from home grown flax by a neigh-

bor, an old veteran of Bunker Hill. On June 14th, 1791, Capt. Eaton, with crew of three men, cast off and set out for St. John, N. B. Capt Eaton's diary of the first voyage, which is still preserved by his family, naively remarks that "they left their wives weeping on the bank with strange unwillingness, willing yet not willing to part with their husbands." As may be supposed, they had no easy time in getting to sait water, being nearly wrecked at various points. They did. however, succeed in reaching the open sea and eventually landed at St. John early in July. The Lark commenced trading and freighting up and down the St. John river, and about the Bay of Fundy. This business was continued till November of the same year, when in attempting to pass the falls at St. John at the wrong time of tide, the Lark was wrecked and Capt. Eaton was drowned. The story of the Lark is vouched for in Francis Gould Butler's History of Farmington.

OCEAN (Terrible Loss

The Number of -Wild Scenes -Captain

SAN FRANCIS

Mail steamer Rio den rock while early this mornin a few minutes a that nearly 150 it is impossible ber, owing to th Rooney, who ha man and seven nent passenger of ville Wildman, U wille Wildman, U, who was accompa children. It is the The ship was it erick Jordan wher cued. Captain Whis vessel.

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Oknwhara of Japa
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and nurse; Mrs.
H. C. Mattheson,
Miss Rowena Jeh
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