Macdonell Cross-Examined

Defendant Stands a Bombardment From Mills' Quick Firing Guns.

Cross-Examination of Witness Still Proceeding When the Court Adjourned.

The case of Rex v. Macdonell was continued in the city police court last night. Nearly the whole of the sitting was devoted to the cross-examination of the accused by Mr. Mills, though a good deal of time was consumed in discussing points of law and in the interchange of doubtful compliments between counsel and an occasional spat between Mr. Mills and the witness.

Mr. Duff took exception to the remarks of a correspondent of an evening paper, commenting on the case being tried before Messrs. Pearson and McMicking. On behalf of his client, he desired to assure the court that he was perfectly satisfied with the hearing so far, and he disclaimed any responsibility of the letter in question.

Mr. Mills also assured the court that he regretted the publication of the letter.

The court assured counsel that it felt itself quite competent to deal with the case.

Mr. Macdonell's examination was then continued by Mr. Duff. Mrs. Lang and Mr. Mills said the agreement was concluded in the afternoon. This was incorrect. The agreement was made in the forenoon. The matter was talked over in the afternoon and the agreement drafted. Mrs. Lang and Mr. Mills took the draft away with them and returned with it next morning. Mr. Mills asked him how much costs were due from the city. Mills said he didn't care how much witness would get. Never used the receipt received from Cox. Never discussed it with anyone. Didn't think Mills ever saw it. Hon. Edward Blake declined to take a brief for Mrs. Lang without his counsel fee in advance. Witness succeeded in borrowing $1,000, Mrs. Lang agreeing to pay the lender back, if she succeeded in her suit, and give him a bonus beside. Did not remember the amount of the bonus; think the amount paid back was $1,500. Never received any money from Mrs. Lang. When he got the receipt from Cox he had paid Mrs. Lang $12,500 of the $20,000 recovered. The money was received direct from the defendants, subject to no conditions.

Mr. Duff read from the information charging that Macdonell received the money from Mrs. Lang; also from Cox's evidence re receipt for $240.

Witness said receipt was not given with any verbal direction to collect the money from Mrs. Lang. In that respect Cox's evidence was correct. The $240 had already been paid to him. Never received any money from Mrs. Lang, and Cox's allegation in the complaint was false. Witness was shown a letter of his to Fullerton, which it was stated that Mills asked him to retain him in the Lang case and that he refused.

Cross examined by Mr. Mills:

Would be surprised to hear that Mr. Mills had refused to act professionally for Mrs. Lang. The first time Cox came to his office he made a statement which was taken down by the stenographer. Cox said he was a material witness. He gave fuller evidence later on. He gave the impression that he was an important witness. Did not know he was a material witness before that. Wrote for Cox to come over to Vancouver in January, 1897. Knew Cox was a material witness after the interview in January.

Mr. Duff interrupted several times, and the court reminded him that Mr. Mills had allowed him every latitude, which he should reciprocate.

Witness declared he had forgotten nearly everything that had taken place at his first meeting with Cox. Swore positively he did not promise Cox $2,000 or $3,000 over and above expenses.

Mr. Mills read from Macdonell's letter to Fullerton asking him to send Cox over; to pay his expenses, and to tell him not to be afraid, as nothing he might say would be taken down in writing.

Witness acknowledged that he had his stenographer take down Cox's statement. Did not consider it as breach of trust. He understood that Cox would not give any information without being paid for it, and wanted to find out just what he did know. Had confidence in Cox until he heard him swear in the present case. Gave Cox a check for $25. Cox was allowed $38 in the Patterson case; he paid it indirectly. It was part of a $1,000 given by the committee. Paid Cox $14 in the Patterson case. Paid it in cash. Took no receipt. It was not included in the $25 check. The check was not paid in the Patterson case, but in the next case, given to keep him here till the case was decided upon by the committee—that happened to be the Lang case.

When Mrs. Lang sued him, witness denied in his defence that Mrs. Lang belonged to the combine. The defence was prepared by his solicitor. Did not tell Mrs. Patterson that he had paid Cox $500. Told Mrs. Bowness Johnston that after paying his expenses his counsel fee before the Privy counsel would not amount to 15 cents. Mrs. Johnston was mistaken in saying £15. Did not remember items in the bill of costs. All fees received before the Privy council in the Lang case were credited in Mrs. Lang's bill. Could not remember what he paid Hon. Edward Blake in the Patterson case. Think Mr. Blake got $1,300 or $1,400 in the Lang case. Thought his voucher for Mr. Blake's fee was among his papers. Had Mrs. Lang's verbal authority to take her case to the Privy council.

Paid $1,500 to Mr. John Doran, who lives near Ottawa, for the loan of $12,50, to pay Mr. Blake. Mrs. Lang gave him authority to borrow the money and to pay the bonus. Paid Doran personally in cash or by check. Don't remember getting a receipt. Think payment was made in July, 1898, at Mr. Doran's home, Morrisburg, near Ottawa. Thought Mr. Doran was now dead. He sent witness the money by draft or check in February, 1899. Doran's widow is living at Morrisburg. Didn't know if she was aware of the transaction. Met Doran at the Russell house, Ottawa.

Paid Cox $50 on August 27, 1897. Gave him two twenties and a ten. Did not take a receipt. It was his own money. Mrs. Lang had no means at that time. Paid Cox $2 when he was examined at Victoria. Paid him $14 received from the city on taxation. On November 15 paid Cox $28. Mrs. Lang's period of liability to Cox ceased in October. The receipt did not say it was on Mrs. Lang's account. After the Patterson trial witness became personally responsible to Cox. The combine paid him nothing. Paid Cox $50 on August 8, 1899, for which he gave a receipt. Did not pay Cox altogether out of Mrs. Lang's money.

Got a voucher from Cox for $240. Charged Mrs. Lang $300. Told Cox he would have to appear before the taxing master and explain the difference. Could not figure Cox's account up to $300 at the time he gave the receipt—had not time.

The Patterson verdict was $13,500, the costs from the city were $3,040, interest $1,170. Gave Mrs. Patterson $10,000.

On August 5, 1899, called to see Mrs. Lang. She was alone. Did not remember her saying she was unwell. Did not insist upon a settlement that night. Was not aware of the amount of interest due at that time. Claimed $10,000 under the agreement. Said nothing to her about interest.

Mr. Blake held that the Lang case was the stronger. October 12, 1897, Mrs. Lang was in Vancouver. She had confidence in witness. Did not ask her to sign a document without having read it. Told her it was time to have an understanding. Said she could not pay any costs. She agreed to accept 50 per cent. of the probable verdict. Said she would be satisfied with $5,000. Did not consider such an arrangement champerty. She said she did not want any independent advice, as she had perfect confidence in him.

Went to England in November, 1898, in the interests of Patterson and Lang v. the City of Victoria. Did not go on an important mining case. Went at Mrs. Lang's request. Did not know that she was aware that she was being rendered liable for over $3,000 costs. She understood that witness would take chances on securing his expenses and costs. Went to London in the Patterson case as well. His bill against Mrs. Lang was subject to taxation at any time. When he paid Mrs. Lang the $12,500, he said nothing about the interest. Charged her in the bill $25 and his expenses for coming to Victoria to pay her the money. She had written asking him to send the money by draft. Did not remember why he had not done so.

The court adjourned at 11:20 till 8 o'clock this evening.

Distinguished Travellers

Sir Walter Hillier K. C. M. G. Tells of Situation at Pekin.

Chinese Court Will Return as Soon as Troops Are Withdrawn.

R. M. S. Empress of India arrived from China and Japan yesterday afternoon, after a pleasant passage with about 600 passengers. Her saloon passengers, 114 in number, included a large number of distinguished travellers. Sir Walter Hillier, K. C. M. G., who went out to China by the same steamer last July, as diplomatic advisor to Sir Edward Gaselee, returned from Pekin; Prince Ibraham Hassan, of the Royal House of Egypt, a cousin of the Khedive, arrived from a Japanese tour; His Excellency Minhui Cha, Corean minister to Washington, arrived en route to his post; Baron and Baroness von Kerbaudt, returning to Germany, the Baron having served on the staff of Count von Waldersee; Sue Yu-etchen Kimhow, secretary of the Chinese legation at Washington, was bound thither; Capt. Marry, Lieut. Beacher, Messrs. Beacher, Harvey and Loring, members of the Guam Survey Board, were returning after making a survey at Guam, for the United States government; the Dowager Lady of Glooscap was a passenger to Victoria; Drs. Ijima and Nitta, two noted Japanese medicals, were bound to Glasgow to read papers at a medical conference; Mr. A. Hodge, a member of a steamship firm engaged on the Irriwaddy, of Burmah, was bound to Kootenay to visit a brother; Mr. and Mrs. Kellner were returning to Victoria from an eastern tour; H. Wickens, a London music publisher, on tour, was also a visitor to Victoria. These are but a few of the notable passengers, for to recount all of the long list would take much space.

Sir Walter Hillier, diplomatic advisor to the British forces in China, in an interview given on board the vessel, said that when he left Pekin, matters in North China were quiet excepting for the engagements between Germans and Chinese near the Great Wall, towards which the Germans and French had sent expeditions because of the massing of Boxers in that vicinity. Arrangements were progressing towards a settlement, and the troops of the allies, excepting small forces left as Legation guards, were then to be withdrawn from Pekin. The withdrawal of the troops would not be responsible for a new outbreak, as many predict, for the Chinese court would take charge as soon as the allies withdraw, in fact, Sir Walter Hillier was informed by the representatives of the Chinese court before he left Pekin for Shanghai, where he embarked on the Empress of India, that the Chinese court were only waiting to see the withdrawal of the foreign troops to return to Pekin, and there would be no interregnum between the retirement of the allies and the return of the court. Of course, if an interregnum occurred, there would no doubt be trouble at the Chinese capital, but it was assured that the court would return when a settlement was reached, and withdrawal effected.

Regarding the talk of an international fort, a large defensible work in the Chinese capital, which had been spoken of, Sir Walter Hillier did not think that such a project would be carried out. A large area of territory had been set aside for the legations and foreign use, and the legation guards would have their quarters there, but things would be little changed from what they were before the present trouble, for it was not considered that the troubles would be repeated, although China is a country of surprises.

There was great excitement over the Manchurian question in the Chinese capital, the Chinese being greatly worked up, but it was one thing for the Chinese to talk and another for them to act, according to the noted British diplomat. There was no cohesion among them. Before he left Pekin, advices had been received from the Franco-German expedition to the Great Wall near Huolo Pass, telling of how the Chinese rebels were driven over the Great Wall and dispersed.

At Tientsin all was quiet. The dispute between the Russians and British in his opinion was much exaggerated in the reports published regarding it. The matter was now being arbitrated, and as the arbitrators were engaged in looking up the titles to the lands and concessions in dispute, no decision had been reached.

Sir Walter Hillier did not stop in Japan, but when there he learned of the Corean troubles, and from what he could learn he thinks the matter is a small one. The Corean government wanted the residence of Mr. McLeavy Brown, and that officer refused to give it up without reasonable notice—that's about all. Sir Walter Hillier is now bound home to London via Canada, the same route as that by which he went out to China last July.

Baron Ferimudt is carrying advices to the German government from Count von Waldersee, and His Excellency Cho is going to interview the United States government regarding the protest of their minister at Seoul against the mines of Corea, some of which are owned by American syndicates, being made part security for the loan being negiated with France by the Hermit Kingdom.

The Empress brought one of the largest cargoes of silk she has ever brought across, their being 2,234 bales in all. She had a total cargo of 2,131 tons of freight. Her 590 passengers, included 444 Chinese and 32 intermediate passengers.

Ate Their Shipmates

Tale of Shipwreck, Suffering, Murder and Cannibalism off China Coast.

Of Those Who Left Angola Wreck on Raft Only Two Survive.

Details were received by the steamer Empress of India, which reached here yesterday from the Orient, of a horrible story of shipwreck, suffering, murder and cannibalism, on the high seas, told to a marine court of inquiry at Singapore by Johannsen, a Swede, and Marticorans, a Spaniard, the sole survivors of nineteen men, officers and crew of the lost bark Angola, a Canadian vessel belonging to New Brunswick, which sailed from Cavite, Philippine islands, last October, for Singapore. Their story needs no embellishment to render it as terrible a narrative as ever recounted of the high seas. The full names of the two men are Hjalmar Johannsen and Miguel Marticorena. Johannsen, the younger of the two ,speaks English very well, and his story as given by him to the court is as follows:

"We left Cavite, P. I., for Singapore on the 12th of October last. About six days out from Manila a heavy breeze came up, and at 11 o'clock at night on the 17th of October, the ship went on a reef six hundred miles from Manila, and 15 miles from the coast of China. The vessel broke to pieces at once. She had three boats on board, and we tried to put one of the boats out, but it was smashed to pieces immediately. We then launched another boat, and I and five of the hands went into it, but after we had gone a little way the boat was smashed to bits and we swam back to the ship.

"Four of us reached the ship safely, but two, a German and a Russian, who could not swim, were drowned. The ship then capsized and we climbed up on her side and sat there for four days without food or water. We then decided that it was best for us to leave the ship if possible, as we would surely die if we remained there. So we made two rafts, one out of the ship's side, and the other out of the spankerboom. This had five hands on it. I went with eleven others on the big one, and we drifted about with the wind. After five or six days we saw a steamer pass. Altogether thirteen steamers passed us, but they were too far away to see us. After twenty-two days one of the hands, an American, died, and the next day, a Norwegian died, and we threw the bodies over the side at night time.

"A French sailor, who was on board, asked why did we throw the bodies overboard instead of eating them. He took an axe and tried to kill the skipper, but the chief mate, Mr. Campbell, interfered, and he killed him (Mr. Campbell) instead of the skipper. The Frenchman was then quite mad, and we could not prevent him from killing Mr. Campbell. He said he would kill the skipper the next day. He then drank the blood and ate the brains of Mr. Campbell, and threw the body overboard.

"Then the second mate said it was better to kill the Frenchman, or he would kill us. The second mate then took an axe and killed the Frenchman. We all drank some of his blood and ate his raw flesh, as we had no means of cooking it. We did not feel sick; we were too hungry for that. A few days after that, a Russian went crazy and jumped overboard, and next day an Englishman also went mad and jumped into the sea. We had no water to drink and our tongues were all dried up, and we could not speak. We drank sea water and urine. Two or three days afterwards, the carpenter, a Norwegian, died, and we threw him over the side. Five or six days after that the cook, a Madras native, died, and we threw him into the sea.

"Then two or three days later, the second mate, Mr. Brown, died, and he was also thrown over the side. The skipper also died, and we threw him overboard, but did not eat from him. We only ate the Frenchman. In the end there were only two of us left, Miguel Marticorena and myself. We caught little fish with hooks made out of crooked nails and lines made from small pieces of canvas, and we ate them raw. We did not begin to eat each other earlier because we had four tins of dried meat when we started. Thus we drifted about helplessly for forty-two days. We had no fresh water to drink and our sufferings were terrible beoynd description.

"On the 28th of November we drifted ashore on Soubi island, in the South Natuna group. By that time our bodies were covered with large boils, and we were so weak that we could not walk, but had to crawl on our hands and knees. There were about 200 natives on this island, Malays, I think. After living there about two months, a Chinese junk arrived from Singapore with a cargo of rice, and we went on board her. We stopped on the junk about two months and then went on in her to Pulo Madi, and then came on to Singapore, where we arrived in April."

This is the story of Johannsen and Marticorena, in his evidence confirms it, while Tan Boo Foo, master of the Chinese junk, testified to having brought the two shipwrecked men to Singapore on April 13, and of having seen the raft on which they were washed ashore. They were the only two white men on the island. He could not question them, but was told by the natives of them being swept ashore.

The lost Angola was a Canadian-owned vessel, belonging to Windsor, N. B. Her official number was 97,176. She was commanded by Capt. Crocker, and carried a crew of 19 men. The mate was Mr. Campbell; second mate, Mr. Brown; carpenter, a Norwegian, named Bjanson. The cook was a Madras native named Alexander, and the cabin boy, Euleys, came from Mauritius. The crew were: Johannsen (Swede), Martocorena (Spaniard), Vhile and Brown (Germans), Peider (Russian), and Lloyd (American). The others were only known to the survivors by their first names as Bill and Tom (English), Augustus (French), Antonio (Italian), Emanuel (Chilian), Emil (Russian Finn), and Hjalmar (Norwegian).

STRIKE AT SEATTLE.

Seattle, Wash., May 15.—The machinist strike is in full swing in Seattle, the men in seven factories having gone out. They demand a nine-hour working day, with the same pay they now get for ten hours. The pattern makers, the moulders, and blacksmiths will go out by Monday. Their demands are similar to those of the machinists.

The manufacturers say they will close up their factories before granting the requests of the men.

ASSIST NATURE.

You have been told to "hitch your wagon to a star"—that Nature will assist you. That's all right. There are times, however, when you should assist Nature, and the spring is one of these times.

Nature is now undertaking to cleanse your system—if you take Hood's Sarsaparilla the undertaking will be successful, and your complexion bright and clear.

After the grip, or other serious illness, Hood's Sarsaparilla is the medicine to take to restore the appetite and strength.

DISCUSSING THE BOATS.

Yachting World on the Trials of the Shamrock.

London, May 15.—The yachting world to-morrow will say that while it would be idle to deny that the first trial between the two Shamrocks was a keen and absolute disappointment, yet one or two important considerations should not be forgotten. In analysing their work on the legs of the triangle, it points out that on the first leg, a reach of six miles, the challenger succeeding in holding the older boat. In going to windward in the dead beat of the second six miles, the challenger was clearly outsailed. As the yachts ran home the wind was falling, so that the half mile separating them at the finish reported five minutes and five seconds.

The Yachting World adds: "From this it is apparent that the only leg on which the new boat failed, was on the turn to windward, and comparing the manner in which her canvas hung with the beautiful set of the former challenger's sails, the wonder is that the loss was comparatively so trifling."

The mainsail of the challenger, the Yachting World says, set like a bag. Another consideration is, that the Shamrock I. was freed from overburdening by her clipped boom and gaff. The Yachting World concludes that while it remains to be seen whether the new boat can beat the old boat handsomely in fine weather and lighter winds despondency is premature.

WANTS BEACH.

Vancouver, May 15.—(Special.)—Vancouver will try and induce the government to hand over to the city 80 acres of land now occupied by the Indians near Greer's beach.

Canners and Fishermen

Meeting Will Be Arranged to Come to An Agreement For Season.

Experienced White Men Are to Be Given the Preference.

From Our Own Correspondent.

Vancouver, May 15.—At a meeting of the Canners' Association held this evening, an executive committee was appointed, composed of the following members: Wm. Farrell, Dr. Bell-Irving, R. J. Kerr, Wm. McPherson, J. E. McCrae, Alex. Ewen and G. I. Wilson.

It is learned that the executive of the Canners' Association will arrange a meeting with the fishermen at once, for the purpose of coming to some satisfactory arrangement for the season.

A member of the canners' executive gave it as his opinion that if the run was a big one, 10 cents would be made the prevailing price, but the Fishermen's Union would be informed that the white fishermen, particularly old hands on the river, would receive ample protection by the number of boats allowed for each cannery being cut down, and experienced white fishermen being given the preference.

Last year each cannery was allowed to bring as many fish as they liked. This year the number of boats per cannery will be limited.

PROVINCIAL GRAND LODGE

K. of P. Gathering at Revelstoke and the New Officers Elected.

From Our Own Correspondent.

Revelstoke, May 15.—The K. of P. Provincial Grand Lodge opened here yesterday with a large attendance, and at the banquet in the opera house last night over two hundred guests were present. Today the Grand Lodge officers were elected as follows:

Grand chancellor, N. Binns, Trail.

Grand vice-chancellor, H. Hoffmeister, Vancouver.

Prelate, A. Ferguson, New Westminster.

K. of N. and S., E. Pferdner, Victoria.

M. of E., E. P. Nathan, Victoria.

M. at A., C. F. Nelson, New Denver.

G. I. G., J. Thompson, Cumberland.

G. O. G., G. Johnson, Nanaimo.

Supreme representatives, H. J. Anstie and J. E. Evans, Vancouver.

The meeting next year will be in Vancouver.

Husband of Gifted Writer—Is your novel nearly done?

Gifted Writer—Yes, my dear; but my hero must die, you know.

"Well, after he's dead, will you sew this button on for me?"

A PEERLESS SPRING HEALTH BUILDER.

PAINE'S CELERY COMPOUND

The Wonderful Curing Medicine.

Wherever men and women work, strive and battle with life's duties and responsibilities, Paine's Celery Compound is regarded as a true friend and helper. In shop, office, factory, and among the weary wives and mothers who bear the burden of domestic work, Paine's Celery Compound is prolonging life by strengthening every bodily function and driving out disease.

Paine's Celery Compound is a peerless spring medicine in all cases of enfeebled nerves, foul blood, kidney disease, rheumatism, neuralgia and dyspepsia. The virtues of the great medicine subdue and banish the most obstinate cases of disease.

Mr. R. W. Daniels, Lawrencetown, N.S., writes thus:

"I feel constrained for the benefit of suffering humanity, to add my testimony to the wonderful effects of your Paine's Celery Compound. I was induced to try your compound through its wonderful effects upon a Mr. Parks. I had previously used a vast quantity of patent and doctors' medicines, only to find myself growing weaker. After using your Paine's Celery Compound, to the number of five bottles, I gained forty-three and a half pounds, and I am able to work hard all day as a mason, with comfort to myself. I feel like a new man, which condition I owe to the blessing of God and your Paine's Celery Compound.

Spring Cleaning

You are made aware of the necessity for cleansing your blood in the spring by humors, eruptions and other outward signs of impurity.

Or that dull headache, bilious, nauseous, nervous condition and that tired feeling are due to the same cause—weak, thin, impure, tired blood.

America's Greatest Spring Medicine is Hood's Sarsaparilla.

It makes the blood rich and pure, cures scrofula and salt rheum, gives a clear, healthy complexion, good appetite, sweet sleep, sound health.

For cleansing the blood the best medicine money can buy is

Hood's Sarsaparill

It is Peculiar to Itself.

VANCOUVER LACROSSE.

A Dearth of Sticks Owing to Number of Players This Season.

Vancouver, May 14.—(Special.)—In spite of the growing popularity of baseball, lacrosse still holds first place in the athletic world of Vancouver. This is illustrated by the fact that it is impossible to buy a boy's lacrosse stick in Vancouver, all the dealers being sold out two weeks ago. It is claimed that three or four hundred school boys have tried in vain to purchase lacrosse sticks. This is all the more serious as the six schools in the city are organizing clubs, which in due time will supply a number of cracks to fill the vacancies in the senior teams. Last year there were four teams in the city, namely, the Vancouver Seniors, the Vancouver Intermediates and two junior teams, the Terminal City and the East End. This year there was a big split up in the Vancouver teams, a number of players joining the Y. M. C. A. team, while the Terminal City team amalgamated with the Vancouver. There are now, then, besides the six junior teams projected, the Vancouver Seniors, the Vancouver Intermediates, Vancouver Juniors, the Y. M. C. A. Seniors, the Y. M. C. A. Intermediates. When the schools organize there will be ten or eleven teams in the city. There has never been so much enthusiasm over the game as at present, which is illustrated by the fact that from 30 to 40 players turned out nightly for practice on the Vancouver Club grounds.

THE N. P. WAR.

Indications of More Friendly Feeling Between Conflicting Interests.

New York, May 14.—The Journal of Commerce tomorrow will say:

"J. P. Morgan cabled his New York office from London last Tuesday evening that the situation there showed a decided improvement and he looked for still further improvement. There were indications yesterday (Tuesday), however, of a more friendly feeling between the conflicting interests in the N. P. controversy. Both sides took pains to deny that any personal feeling had arisen in the controversy and certainly no spirit of retaliation, (so it was said, at least), would be shown by either party. The head of a financial institution in very close touch with both the Morgan interest, the Rockefellers and Kuhm, Loeb & Co., made the following significant statement:

"There has been a quarrel; the entire matter has simply been a business operation. Whatever is wise for business interests will be done. This, of course, means co-operation."

A SAD END.

A Worker for Elevation of the Poor Commits Suicide.

New York, May 14.—Excessive zeal and industry in her work among the poor, her friends declare, was the cause of the suicide of Mrs. Edith Thomas, a gifted writer, who shot herself through the heart tonight in her office at the branch of the University Settlement, of which she was the manager. Among her popular books were "Your Money or Your Life," "Cross Keys," and "A Modern Rosalind."

STOOD ON HER RIGHTS.

"We had a fire at our house, and the servant girl was nearly burned to death."

"Lighting the fire with coal oil, eh?"

"No; It was the defective flue. You see I yelled to the girl to get out as soon as we discovered the fire, but she said she would not leave without two week's notice."

The well known strengthening properties of Iron, combined with other tonics and a most perfect nervine, are found in Carter's Iron Pills, which strengthen the nerves and body, and improve the blood and complexion.

BELLA COOLA.

Complaint That Postal Service is Not Being Properly Carried out.

Bella Coola, May 9.—(Special.)—The people here think that they are justly entitled to what they are supposed to get in the way of mail, which is once a month in winter and supposed to be fortnightly in summer, but apparently these arrangements are far from being carried out. The Willapa called here on the night of April 4, and the Louise on the evening of the 3rd of May. The mail and freight have been thrown off at Namu, and have been therefore nearly a month and a half back, although the contract calls for fortnightly mail.

Those who have daily and weekly mails cannot fully understand what a settlement like Bella Coola has to put up with in the line of mail and freight facilities. This time of year, when the salmon canneries in operation need their supplies, merchants want their goods and people of all classes will have to make arrangements for their summer work. The postal officials are just as much to blame as the mail contractor. The post office inspector both at Vancouver and Victoria should see that the mail contracts is carried out, as they are fully conversant with the state of affairs. When the mail service is faulty the regular call of the steamer for carrying freight will as a rule be likewise.

The shipping in here of perishable goods is almost prohibited. As an illustration, goods billed at Vancouver, March 25, arrived at Bella Coola May 3. The condition of the goods, after being so long aboard steamers, is left to any one to judge. These conditions have been put up with since the settlement here in the hopes of a betterment, but in return it is getting worse, and if not remedied will continue for a long time to come, although the people here think that they have not deserved such a treatment from the postal department at Ottawa.

Mr. W. H. Little, a nephew of J. Sinnister, arrived by the Louise from Moose Jaw, N. W. T. Mr. Little is favorably impressed with Bella Coola, and is going to make this place his future home.

Mr. G. S. McTavish, manager of the British Columbia Canning company at Rivers Inlet, has been here for the past week, looking after some timber claims for the company. W. F. Brett is accompanying him.

Miss Annie Vannetta, principal of the Bella Coola school, is arranging for a school picnic, which promises to be a success. The programme will be announced later in full.

Mr. J. D. McDonald came over from Kimsquit last week to look over some of his mining claims at Tollo, and reports can making in progress at the cannery at that place.

Mr. Ed. Elkins has returned from his winter stay at Salmon river, where he has been engaged in hunting and trapping, and brought back with him a goodly number of fine furs.

The stable belonging to Thos. Allan was burned last week. The cause of the fire is unknown as both Mr. and Mrs. Allan were away from home at the time, although it is thought to be from sparks of some piles of brush cleared away and burned on the previous day.

WEEKLY WEATHER SYNOPSIS.

Meteorological Office,
Victoria, B., C., 8th to 14th May, 1901.

The weather during this week has been generally showery and cloudy west of the coast ranges and in Cariboo, while in Kootenay it has been fine and dry. These conditions were caused by the almost constant passage of ocean low barometer areas across Northern British Columbia to the Territories, while off Vancouver Island and the American coast the barometer remained high. The finest day during this week was Thursday, the 9th, when a high barometer area spread inland over the province, accompanied by a cloudless sky and a tendency for northern winds. This area gradually crossed the Rockies to the Territories, givinb place to one of low pressure on the coast, which by the night of the 10th caused general showers over Vancouver Island, the Lower Mainland and in Cariboo. From this period to the close of the week the weather remained showery along the coast and throughout Northern British Columbia, due to the constant eastward movement of low barometer areas across the province from the ocean. Tuesday the 14th was the warmest day of the month throughout the western portion of the continent. Upon this day the temperature rose to 74 at Kamloops and from this east ward to Manitoba it ranged from 76 to 80, while over the American Pacific slope, with the exception of immediately on the coast, the temperature ranged from 70 to 80 degrees. This warm spell in conjunction with the past moderately warm weather between the ranges, is causing the Fraser river to rise gradually.

At Victoria 22 hours and 30 minutes bright sunshine was recorded, .19 inch of rain. The highest temperature (63) occurred on the 14th, and the lowest (42) on the 9th.

New Westminster reported .97 inch of rain; highest temperature 66 on the 10th, and lowest 34 on the 10th.

Kamloops has no rain; highest temperature 74 on the 14th, and lowest 32 on the 10th.

Barkerville reported .50 inch of snow and rain; highest temperature 62 on 12th and the lowest 16 on the 9th.

Wrecked Her Engine Room

High Pressure Cylinder of Steamship Glenogle's Engines Blown Out.

Three New Oriental Liners—The Hating Arrives—Louise Floated.

There was an explosion on the Northern Pacific liner Glenogle at the Outer wharf shortly after 5 o'clock yesterday morning; her high pressure cyclinder head was blown off and the cyclinder itself totally wrecked. Fortunately the steam pressure was very light, for had there been full pressure in the cyclinder there might have been a tale of death to tell. As it was no one was injured. The explosion occurred just as the engines were being started. The engine room looked spick and span, having been cleaned up prior to the steamer's arrival on Sunday, and all its complex parts were clear, but a moment later it looked as though a number of whitewashers had thrown a mixture of mortar and asbestos all over the room, and its three landings of iron network and heavy machinery. The fifth engineer was at the wheel which turns the steam into the three cyclinders, the large low pressure, the smaller intermediate pressure and the unfortunate still smaller high pressure cyclinder, while the second engineer was at the lever by which the machinery is started. The master on the bridge had just rung the bell to go astern, and the men on the wharf were standing by to cast off the lines, and then the accident occurred. The machinery had not recorded one revolution, in fact it was about half over when there was a sudden noise and then the hiss of escaping steam and a shower of hot water and likewise hot cement and asbestos packing came down through the gratings upon those below. The hats of the men at the levers looked as though some one had spilled a bucket of mortar on them. To them the situation was thrilling, for standing under the gratings the engineers below the cloud of steam did not know to what extent the damage had gone, and were wholly ignorant as to whether the whole upper part of the engine room had been wrecked and a deluge of the splintered wreckage was falling. They realised that the steam had to be shut off and the necessary wheel turned whether they got a knock on the head next minute or were engulfed in the scalding steam, and the steam was turned off, and as nothing heavier than the cement and asbestos had come down below and the cloud of hissing steam was escaping upwards through the engine room hatch, they ran up the stairways to investigate. There on the floor of the engine room the head of the high pressure cyclinder was lying where it had fallen when lifted by the force of the explosion, and the whole top of the cyclinder above the covering of torn out packing was a jagged wreck, while the sides of the engine room and the hatch above were whitewashed with the debris. The damage will run into several thousand dollars, for not only will the work involve about a month or thereabouts, and delay the vessel, but the cost of an entire new cyclinder and steam box will have to be considered, for the surveyors who looked over the wrecked engine room yesterday morning found that such work was necessary.

As far as can be learned the cause of the explosion was a defect in the cyclinder, it being shown that there was a rusted flaw in the wrecked high pressure cyclinder when the torn case of metal was cut away. As on other cyclinders there was a relief valve at the top of the cover, but although this was blown up with the other wrecked parts it failed to allow of the escape of the pressure sufficiently to save the cyclinder.

The whole detail of the accident is replete with fortunate circumstance, for had it occurred at any other time than it did the big steamer would have been endangered, and if it had occurred at sea there would have been another Strathnevis case. Had it been her low pressure cyclinder, or her intermediate cyclinder the engineers could have no doubt patched the engines up sufficiently to allow of her making port, but with the high pressure cyclinder wrecked there would have been nothing for it but to rig up sails on her three masts and convert the steamer into a sailing vessel in as far as possible. She would then have been overdue and theory after theory put forward to account for her delay, and possibly a steamer might have been sent to look for her as in the case of the long delayed Strathnevis which through the breaking of her shaft was three months overdue.

It is the custom of Mr. Macready, chief engineer, to stand just inside the door of the engine room looking down through the gratings at those at the levers who are starting the vessel, but on this occasion he was not in his usual position and escaped being scalded by the steam or injured by the flying debris. The most fortunate circumstance of all is in that the pressure on the broken cyclinder was so much below the usual amount, for had there been a full pressure the noise of the explosion would have awakened the people of James Bay, and there would perhaps have been four or five dead engineers and firemen, but the engines having been just started the force which blew the cover off and cracked the cyclinder was not as great as those familiar with such machinery would have expected.

The steamer brought one hundred tons of silk, and in order that this freight might be expedited, it was transshipped to the steamer North Pacific yesterday afternoon.

Story of the Ardnamurchan

Mate Teed Relates the Perils Through Which the Vessel Passed.

Thrilling Experiences of Crew in the Great Storm of December.

H. Teed, quartermaster of the steamer Amur, has hair which is almost grey, although he is by no means an old man, and he blames the awful storm in which the five thousand cases of salmon were jettisoned from the salmon ship Ardnamurchan in December last, for the greyness of his hair. Mr. Teed was formerly mate of the Ardnamurchan, and after the ship arrived in England he took passage for Victoria. He has a vivid recollection of that terrible storm off the Oregon coast, and says that during that night none of those on the ship expected to see another day, for it looked as though the vessel would turn turtle any moment.

She was about two hundred miles S. W. S. of Cape Flattery, when on December 15, or thereabouts the hurricane arose. Sail was nearly all got in before the blow began, but some was torn into shreds. Only excepting for a small tarpaulin, the ship was under bare sticks. The sea was frightfully heavy; not the long seas of the Atlantic, but high seas which at one second had the vessel high in air and the next down buried in the trough. When the wind threw the vessel over, she was hove down on her side and at times was almost buried in the seas. Her lee side was completely under water, the great green seas which broke on her all lashed about burying her half way up the sides of her deck houses, and the decks were continually covered to the hatches. The lee rail was submerged to a depth of from four to five feet, and as she kept lying over it looked as if it was a question if the ship would ever right. Bags of oil were hung out to windward, which kept the seas from breaking on that quarter, and had not this been done, it is likely that the salmon ship would never have been heard of again, for had a sea broken under her to windward when she was down on her lee side, she would without doubt have turned turtle.

Something had to be done to save the ship and, in order to trim her if possible, Capt. Keneally ordered that some salmon be jettisoned. Teed and some of his men got the hatches off at the forward, and after end of the ship, but as the great seas broke over the hatches at midships, they could not be opened. Teed stood at the rail waist deep in wates for hours in company with several of those on board, and passed the salmon, which was taken from the hold into the sea, which with the heeling over of the ship was brought close to hand. The salmon was slipped into the sea easily, rather than pitched overboard, and this fact may have something to do with the matter of it having floated. Teed and those with him could see empty cases and full cases floating away on the seas from the ship, but none ever dreamt that the salmon would go ashore. For twelve hours they stood waist deep in the salt water shoving the salmon over the side as fast as they could. The cargo was never considered, for it was a matter of life and death, and with the oil bags the trimming of the vessel by jettisoning this salmon helped to save the ship.

Several vessels were seen during the storm, one of which may have been the Andrada, at least this is the opinion of the mate of the Ardnamurchan. A lumber laden three-masted barkentine was seen bound in the same direction as themselves, and a big ship in ballast was seen some distance away hove down before the big storm. They could not see this vessel well enough to describe her, but the fact that this ship was seen during this heavy hurricane three or four days after the Andrada came into the Columbia on December 12 and picked up Pilot Cordiner, looks as though the Andrada may have been lost in this storm.

During the storm, the starboard watch of the Ardnamurchan had a very narrow escape from being drowned. The crew of the salmon ship were berthed in a deck house, which was divided by a partition which passed down the centre and one watch bunked on each side. The seas came right up to within half way from the top of the door of this deck house on the starboard side, and it was soon flooded. It was only by quick work in cutting away the partition from the port side that the men in the starboard foc-sle were saved from death.

At one time so close to destruction did the crew think the ship, that they were standing by to cut away parts of the masts. Much of the gear had been carried overboard, and much was tangled about the ship after the storm, and had to be cut away. The dead lights were broken in around the stern, the cabin was flooded, and much of the stores destroyed. It was an awful storm, and often it would be fifteen or twenty minutes before the vessel came back after she was thrown over on her beam.

The stories that there were salmon on the deck of the ship when she left were untrue, according to Mate Teed. There was nothing above deck except seven or eight cases which the canners had given to the officers and crew, and which were in use. The story that the salmon found was in the bottom of the vessel was of course, also untrue, although it does not follow that it was not among the first placed on the vessel. When a number of small lots was put on the vessel in the earlier stages of her loading the stevedores piled it up on one side, and used the side boxes to make stowage. Some were placed in the lower hold and some near the top.

From the position the ship was in when the salmon was thrown overboard, it must have travelled at least 250 miles before being washed up on the Clatsop beach of Oregon. How the barnacles came to be upon it is one thing the mate could not understand, but he supposed it was because of the fact that the cases were of new wood. The canners had told him that if a case of salmon was dropped overboard it would sink in about fifteen minutes, but this must refer to fresh water, for the salt water being much more buoyant has seemingly floated the salmon for days, as it must have taken some time to drift the 250 miles from where it was thrown overboard.

The ship would have gone into San Francisco if possible, but the wind was adverse, and they went on looking all the while for vessels which could report them, but although several were seen all were either bound home with them, or on passages which were not likely to have chances of reporting them. An Italian bark was signalled bound south, but she seemingly failed to read the flags and the ship Springburn was signalled, but she did not arrive until after the Ardnamurchan, and not until she reached the channel when the Allan liner Parisian spoke her, did the salmon ship have a chance to report herself, and thus relieve the minds of friends and relatives of those on board.

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