The Semi-Weekly Colonist.

FORTY-THIRD YEAR — THE VICTORIA SEMI-WEEKLY COLONIST, TUESDAY, FEBRUARY 26, 1901. — VOLUME XLIII.

A General Surrender

Report That Botha Has Sent Asking Kitchener Terms.

And a Meeting Has Been Arranged for Next Wednesday.

Meanwhile Operations Are Completing to Catch Dewet if Possible.

London, Feb. 24.—The Weekly Dispatch says it learns on good authority that a special cabinet council was held yesterday to consider a communication from Lord Kitchener, to the effect that Gen. Botha had sent an emissary admitting that he was out-manoeuvred, and asking for a meeting with a view of arranging a general surrender.

The position of Dewet as a free-booter was a matter of consideration.

Lord Kitchener wired for clear instructions respecting the terms of settlement.

Lord Kitchener sent Gen. Botha's offer back, fixing 2 o'clock on Wednesday for the meeting.

Meanwhile the British commander is completing operations by which he hopes to catch Dewet.

DEAD MAN'S SHOES.

Indecent Haste of Applicants for a Position.

Washington, Feb. 23.—Concerned at the report of the disaster that had overtaken Consul-General Wildman, the state department addressed a telegram to United States Despatch Agent Copper, at San Francisco, asking for such information as might be had. To-day the reply was received: "San Francisco, Feb. 23.—Rio sunk a few minutes after striking; over one hundred missing. Consul-General Wildman and family have undoubtedly perished." Seven applications already have been filed at the state department for the Hongkong consulate.

TARIFF WAR.

Germany and the Threats of Russia Being Discussed.

Berlin, Feb. 23.—The two Russian semi-official declarations amounting to the threat of a vigorous tariff war if Germany, under agrarian pressure, should persist in laying heavy import duties upon foreign agricultural imports, have been the chief topics of public discussion by the government organs and the agrarian and anti-agrarian press. The Nation to-day contains a remarkable article on the subject by Dr. Barth, the leader of the Freissining Volks party, reviewing Russia's economic relations with Germany and the United States, and saying: "The present Russo-American tariff war is of a temporary nature, since Russia is seriously and systematically working to establish the closest relations with the United States, not only commercially but fiscally; but assuming the position Germany has heretofore occupied, this forms an inherent part of Russia's policy. It is not only De Witte's policy, but the policy of the whole government."

These statements, it is asserted, are based on inside information. Privy Councillor Timiriaseff, of the Russian embassy in Berlin, made to-day statements to the correspondent of the Associated Press which substantially agree with the above. M. Timiriaseff corroborated the statement that the article which created such a sensation here emanated direct from M. De Witte, and said that the commercial treaty with Germany was concluded because Germany sensibly reduced the duties upon Russian cereals. If the duties were now largely increased, including duties upon cattle, meat and eggs, the whole basis of Russo-German relations would be changed, these from the papers now in actual tariff war, but in a treaty not much better than a tariff war.

ASSAY OFFICE.

Dominion Government Will Establish One at Vancouver.

Vancouver, Feb. 23.—(Special)—The Province has a special from Ottawa announcing that a government assay office will be established here, under Mr. W. Pellew-Harvey, similar to the one at Seattle, for the purchase of gold.

The above despatch was shown Mr. Harvey, who happened to be in Victoria last evening, and he said that, while he had no official intimation of the decision of the government, he had understood the appointment was on the cards, as several representations had been made to the government on the importance of the proposed assay and purchasing office. He had made no official or formal application, but some months ago he had intimated to the Minister of Finance that he would be prepared to make the necessary changes in his establishment at Vancouver when the government were ready to take up the matter.

Mr. Harvey has been official assayer for the provincial government at Vancouver for some time, and has a most complete plant.

Mr. Pellew-Harvey said in reply to a query respecting the establishment of a mint in connection with the purchasing office, that he really was in the dark as to the intentions of the government, even on the establishment of the assay office. He thought, however, that it was only a fair assumption that the gold once purchased would be turned into coin by the government. He was, of course, not in a position to state anything on that important point.

THE NEW MANAGER.

Captain Troup Leaves Montreal for Victoria.

Montreal, Feb. 23.—Capt. J. W. Troup, of the C. P. R., left for the West last night to assume his new duties as manager of the company's steamer service between Vancouver, Victoria and the north coast.

HEROES' MEMORIAL.

Monument to Dead Soldiers to Be Erected in Montreal.

Montreal, Feb. 23.—It has been decided to erect a monument in Montreal to cost $30,000 in memory of the Canadian soldiers, who went to fight for the Empire in South Africa.

CHINESE ATTACK GERMANS.

But Driven Back After a Hard Fight.

Tien Tsin, Feb. 23.—Several imperial Chinese troops attacked 50 Germans west of Pao Ting Fu on February 21. The Germans were hard pressed, fought a rear action and eventually drove the Chinese back. The Germans had one man killed and seven wounded. It is estimated that the Chinese lost 200 in killed and wounded.

Lu Ha Houan, the Chinese minister to Germany, has returned to Berlin from The Hague, and has resumed his duties at the legation.

Herr Cordes, the interpreter of the German legation at Pekin, who was with the late Baron von Wetteler when he was killed, and who was severely wounded, is now in Berlin, after spending a long leave of absence in recuperating on the Riviera. Several bullets were extracted from his body here. He has nearly recovered his health.

Official circles declare that the fears which are expressed in Washington that Germany's claims for indemnity against China will be excessive are groundless. The amount has not yet been determined upon, but an examination of the claims is going on.

Manitoba Act Unconstitutional

Provincial Full Court Holds Prohibition Bill Is Ultra Vires.

As It Interferes With Trade and Commerce of the Dominion.

From Our Own Correspondent.

Winnipeg, Feb. 23.—The Full Court judges to-day handed out their judgments on the Manitoba liquor or prohibition act, passed by the legislature at last session. Chief Justice Killam, Justice Bain and Justice Richards are unanimous in the judgments declaring the act unconstitutional.

The court holds that the power of the province to pass legislation does not come within the subsection of section 92 of the British North America Act, which gives the province the power to legislate in regard to property and civil rights.

The court discussed at great length the question as to whether the province had power under subsection 16 of the above act, which gives to the province the power to pass legislation in regard to matters of a purely local and private nature within the province.

The court held that the enactments contained in the liquor prohibition act were more than matters of a purely local and private nature, that interfered with matters of trade and commerce which concerned the Dominion at large, and in this way infringed upon the powers of the Dominion in regard to trade and commerce. The act was therefore declared unconstitutional and void.

Their Lordships did not think it necessary to consider whether or not the Hudson's Bay Company have any special rights or privileges under their deed of surrender.

THE DUKE OF CORNWALL

Effort to be Made to Have Him Visit Western Canada.

From Our Own Correspondent.

Ottawa, Feb. 23.—Great disappointment is expressed here that the Duke and Duchess of Cornwall and York will not visit Western Canada. It was thought they would cross the continent, landing at Victoria and visit leading points in British Columbia and the Territories; but such does not now appear to be the case. Col. Prior will likely bring the matter up in the house, with a view to securing such a desirable object.

Mgr. Falconio, papal delegate here, has no advice that he is to be transferred to Washington, but it is generally believed that the news is correct.

The Liberal press says the government will not bring down any proposal this session to increase the members' indemnity.

Sir Wilfrid Laurier, owing to pressure of public business, to-day refused an invitation to attend the Canadian Club dinner in New York.

The following appear in militia orders; Fifth Regiment Quartermaster J. A. Hall resigns; to be second lieutenant, A. W. Currie; to be second lieutenants, provisionally, J. A. Hall and F. Finch-Smiles; to be quartermaster, with honorary rank of captain, G. F. Langley.

Capt. A. E. Hodgins, Rocky Mountain Rangers, is granted local rank of major during such time as he remains on special service in South Africa.

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Wreck of the Rio de Janeiro

Opinion That Undue Haste Was Made to Reach Port in a Fog.

What Is Believed to be an Accurate List of Lost and Saved.

San Francisco, Feb. 23.—So far as can be ascertained from reliable data, one hundred and twenty-eight lives were lost in the wreck of the Pacific mail steamer City of Rio de Janeiro. Some fishermen early this morning found a packet containing the papers of Purser Rooney, among which was the passenger list and a bunch of cancelled passenger tickets, and as there were no names on the list whose cancelled passenger tickets did not appear among those recovered, it is assumed that they laid over either at Yokohama, Kobe or Honolulu. That they were not on the vessel at the time she went down is certain.

Thus far only eleven bodies have been recovered, six whites, four Chinese and one Japanese. Three whites are Julia Dodd, aged 55 years, stewardess; Angeline Gussino; Edward Barwick, aged 35 years; Mrs. Alfred Hart; Mrs. Sarah W. Wakefield, aged 50 (the remains of her daughter are still missing); Charles Dowell, attorney and capitalist.

Surveyor of the port Spear has established a patrol along the ocean near Baker beach, and along the bay shore inside Fort Point. Thus far his men have picked up four mail bags, one of these near Baker's, and the other near the Fort Point life saving station. The surveyor has given orders that all fishing boats must report at the customs house. All bodies brought in by them and all wreckage and flotsam picked up by fishermen must be accounted for to the officers of the barge office. In this way it is thought that looting of mail bags and trunks may be stopped. Among other effects picked up by fishermen was the box containing Capt. Ward's papers.

The value of the cargo of the Rio de Janiero is estimated at from $300,000 to $600,000. Among some papers found floating near the scene of the disaster was a copy of the manifest, showing all the consignees with the exception of the Chinese firms. The consignees whose names can be read are as follows: S. L. Jones, Anglo-Californian bank, Balfour, Guthrie & Co., M. F. Brandstein & Co., London & San Francisco bank, Parrott & Co., Geo. Haley, Gulf Bag Co., Detome Bros., Bauld & Jardine and the American Trading Company.

The cargo consisted principally of silk, tea and other Oriental products. No treasure aboard as at first reported.

Of the 200 sacks of mail carried by the Rio only 12 have come to the surface.

San Francisco, Feb. 23.—The Call today, basing its figures on a statement of the Pacific Mail Steamship officials, says that 122 persons perished. The Chronicle gives the number at 128, and the Examiner states that 111 cannot be accounted for.

R. P. Schwerin, vice-president and general manager of the Pacific Mail Steamship Co., in discussing the loss of the Rio de Janeiro, said he thought the blame was due to Capt. Ward in bringing his vessel in during a fog. "Time and again," said Mr. Schwerin, "we have warned our captains never to leave or enter port during a fog. It is erroneous to think that when a pilot boards a vessel, the captain has no responsibility. A pilot is simply a guide for a captain.

"The statements made to me by Pilot Jordan indicate that there was a fog hanging around the Heads, and I think that undue haste was shown by the captain in bringing his vessel in. I cannot understand why there should have been so much haste shown, considering the vessel lay outside all night. Capt. Ward was a careful officer, and I learn that when he reached Honolulu with the Rio he waited outside the bar for 11 hours rather than take any chances in the rough weather.

"Of course, he is not here to speak. I wish he were, for he was one of our best officers. He was brought up in our service, and we all feel deeply over his loss and those of his comrades."

No attempt has been made to place the blame for the disaster, but the Pacific Mail Company's officials state that the pilot was subject to the orders of the captain, who went down with the ship.

The wreck of the Rio, which for a while hung on a pinnacle of the rock where she struck in the Golden Gate, so that the upper parts were visible, has slid off into deep water, and is now entirely out of sight.

Fort Point, opposite which Pilot Jordan claims the vessel struck, marks the narrowest point of the entrance to the bay, and is usually given a wide berth by mariners. The tide here runs high, and at times has a swirling motion. Off Fort Point lie several sunken rocks, forming a dangerous ledge on the southerly edge of the Fairway channel of the Golden Gate, but close under the shore there is a light on top of the fort, and a fog bell, but the latter cannot be heard far when a westerly wind is blowing.

Pilot Capt. Jordan has been a master mariner on this coast for over twenty years. He came from the Atlantic Coast. Previous to being appointed a pilot, about twelve years ago, Jordan was in command of the Wellington, the Bristol and other coal vessels plying between this port and Vancouver Island. He was a remarkably successful navigator, and never before had any notable misfortune.

Jordan declares that the loss of the steamer could not be foreseen. According to his story, the vessel drifted half a mile broadside in the fog that enveloped the home-bound steamer like a pall, and no man could have judged either the direction or the velocity of the invisible current that changed her course and sent her on the Fort Point ledge.

The steamship company estimate that of the Chinese crew, 36 were drowned.

Since 1890 the Rio had several accidents. During the past 50 years the Pacific Mail Steamship Company have lost 19 of their fleet. The foundering of the Rio de Janeiro did not result in the greatest loss of life, as 200 of the 300 passengers on the Golden Gate were lost off the coast of Mexico in 1862; while 400 Chinese were lost in the wreck of the steamer Japan off the Chinese coast in the early seventies.

The following lists of those known to have been drowned and those saved are believed to be accurate:

PASSENGERS LOST.

Rounsaville Wildman, United States consul-general at Hongkong; Mrs. Wildman, wife of the consul-general; Rounsaville Wildman Jr., son of the consul-general; Dorothy Wildman, daughter of the consul-general; Miss Kate Reidy, of San Francisco, governess of the Wildman children; Mrs. Sarah W. Wakefield, of Oakland; Miss Naomi Wakefield, daughter of Mrs. Wakefield; Miss Rowena Jehue, of Alameda; Alfred Hart, jeweler, of Alameda, formerly of San Francisco and Los Angeles; Mrs. Alfred Hart; William A. Henshal, attorney, of Honolulu; Harry Guyon, painter, of Petaluma; Dr. William E. Dodd, oculist, Butte, Mont.; Angello Cusvoni, foreman of Lowry sugar plantation, Kuani; Charles Downdall, barrister, of Shanghai, with family, residents of Santa Barbara; William McPhee, of San Francisco; W. A. Woodworth and Mrs. Woodworth, of Denver; H. C. Matheson, of Yokohama; H. F. Seymour, editor of the Manila American; Dr. Onkawara, a Japanese physician, and wife, from Honolulu; Japanese servant of Mrs. Onkawara; Leo C. Chung, a well-to-do Chinese student; Charles J. A. Cox, steerage passenger from Honolulu; O. Da, Japanese merchant, Honolulu; Mr. Sakuri, Japanese merchant, Honolulu; Mr. and Mrs. Takatat, Honolulu; F. Sito, Japanese, Yokohama; Mrs. Dikahamasoke, Yokohama; Miss Hikaseki, Japanese, Yokohama; Miss Hamaseki, Yokohama; S. Taumuro, Japanese, Kobe.

The number of Chinese passengers lost is variously estimated at from 24 to 43.

OFFICERS AND CREW LOST.

W. Ward, captain, of San Francisco; J. C. Johnson, first officer, a Russian Finn, San Francisco; John Rooney, purser, resident of Ocean View; R. T. MacGoun, first assistant engineer, San Francisco; T. H. Brady, second assistant engineer, San Francisco; W. A. Munro, third assistant engineer, San Francisco; Harry A. Scott, steward, San Francisco; Mrs. J. L. Dorman, stewardess, San Francisco; D. A. Carvin, quartermaster, lived on the steamer; Edward Barwick, butcher, San Francisco; A. Malcolm, saloon watchman, lived on the steamer; John A. McArthur, steerage watchman, San Francisco; J. J. Smith, water tender, San Francisco; H. M. Lewis, water tender, San Francisco; Fred. D. Greenway, oiler; Walter Smith, oiler.

PASSENGERS SAVED.

James K. Carpenter, mining engineer, of Oakland; Russell Harper, newspaper man, Nagasaki; D. H. Long, produce shipper, Petaluma; Capt. Max Hecht, German army officer; William Brandon, London stock exchange broker; Miss Frances Ripley, seamstress, San Francisco; Robert Holtz, German merchant, Shanghai; Mlle. Gabrielle Lehrin, French maid, San Francisco; Mrs. Kate West, Red Cross nurse, San Francisco; William E. Casper, fireman, on sick leave from the transport Lawton; E. C. Howell, ex-soldier, from Hongkong, homeward bound; J. Wade, Japanese professor, from Honolulu.

Fifteen Chinese passengers were saved, as far as any record can be obtained.

The following passengers who started on the Rio de Janeiro from various Asiatic points, left the steamer at Honolulu, on stop-over tickets: H. S. Olcott, from Yokohama; Mr. Heisca, Edward Secrotan, from Shanghai; W. W. Castle and wife, W. C. Lose, Mrs. C. F. McIntosh, from Hongkong; L. Horn, from Shanghai.

BODIES RECOVERED.

The bodies of 11 victims lie at the morgue. Only seven of them have been identified. They are:

Mrs. Sarah W. Wakefield, aged 50, a native of New York, widow of the late S. B. Wakefield, of Oakland; Mrs. Alfred Hart, of Manila; Charles Downdall, barrister, of Shanghai; Edward Barwick, German, 45 years old, San Francisco; Angelo Gussino; Mrs. Julia Doherman, aged 55, stewardess of the Rio; a Japanese, identified as the engineers' mess boy; four identified Chinese.

A NEW STAR.

One of the First Magnitude Discovered by Scotch Astronomer.

Cobourg, Feb. 23.—The new star of the first magnitude which was discovered by Dr. D. Anderson, of Edinburgh, Scotland, in the constellation Perseus, was simultaneously observed by Prof. Grimler at the Erlanger observatory, Bavaria.

CHINESE EXECUTIONS.

They Have Been Fixed by the Court for Next Sunday.

London, Feb. 23.—A despatch from Pekin, dated February 23, says: "The court's edict was received to-day and communicated to the ministers. It fully complies with the punishments originally demanded, except in the cases of Chao Shu Chiao and Ying Nien, who are condemned to suicide. The executions have been ordered for February 24."

ENGLISH IN GERMANY.

It Will Have Minor Place in the Schools

Berlin, Feb. 23.—Before the diet budget committee, Dr. Studt, minister of education, to-day made an announcement in regard to the extent of the study of the English language, which is to be introduced into the classical schools and so-called gymnasiums. From these statements it is plain that English will find a small place in the studies and will not be obligatory. In any case it will be taught only in the highest classes. No delegate spoke against the proposition.

JAPANESE DENY.

Berlin, Feb. 23.—A despatch from Tokio, dated February 22, says that in view of impending debates in the Japanese parliament on the government's foreign policy, the ministerial newspapers vigorously repudiate the assertions of the Russian newspapers that Japan is seeking a political rapprochement with Russia. The newspapers add that Russia's military successes in Manchuria are not such as to frighten Japan into ingratiating herself with Russia.

Nicaragua Or China

Press Correspondents Try to Guess What Imperial Cabinet Discussed.

United States Senator Morgan Sends in Minority Report on Treaty.

Expresses His Views on the Action of Senate and President.

London, Feb. 22.—In spite of great secrecy with which, as is usual, the deliberations of the cabinet are guarded, the Associated Press is able to assert that one of the subjects under discussion at to-day's meeting was a despatch from Lord Pauncefote, which, it is understood, dealt with the probable attitude of the United States towards Great Britain's counter-proposals in the Nicaragua canal matter. Inquiry in official quarters as to whether the Nicaragua or China questions were even mentioned, meet with the inevitable non-committal answer that all the proceedings of the cabinet are carried on with the greatest privacy, and that it is impossible to admit the truth or falsity of suppositions regarding the general nature of discussions.

As official action resulting from today's meeting has not yet had time to take definite shape, it is impossible to say what conclusions were reached. United States Ambassador Choate will probably be summoned to the foreign office next Monday, when Lord Lansdowne is likely to communicate to him the British views regarding the Nicaragua and China controversies. No expectation need be entertained that this interview will settle one way or the other the Nicaragua difficulty. Great Britain has no intention of ratifying the Hay-Pauncefote treaty in the form desired by the Senate, unless her counter-proposals are agreed to within the short time which remains before the treaty lapsed, and this is recognized to be almost impossible.

Further information was desired from Lord Pauncefote, and at the request of Lord Lansdowne, he sent the despatch, which was discussed to-day. There is no reason to believe that it has affected the decision previously announced by the Associated Press, that the British government had decided not to give in to the demand of the Senate without a quid pro quo.

Washington, Dec. 22.—Senator Morgan, of the committee on foreign relations, made a minority report upon the resolution, declaring that the ratification of the Hay-Pauncefote treaty is not a condition precedent to the construction of the Nicaragua canal, and that the United States should proceed with that work, regardless of the existence of the Clayton-Bulwer agreement. The committee made an adverse report on the resolution a few days ago, and Senator Morgan controverts the wisdom of that action. Senator Morgan's report intimates that the adverse report was made to conform to the views of the President. On this point he says: "The resolutions have my hearty approval, and I cannot admit that the President has any right to direct congress as to the time when it is expedient to express our approval of this solemn act of making the agreements with Nicaragua and Costa Rica."

This claim was made in the committee and his views as to the expediency of action were stated as grounds of objection to the resolutions. From this view of the duty of the Senate, Senator Morgan wholly dissented.

Mr. Morgan takes the position that the President has outlined the position of the United States toward the Clayton-Bulwer treaty by negotiating the protocols with Costa Rica and Nicaragua. "It is quite clear," he says, "that the President is making these agreements in the name of the United States defiantly disregarding any claim of right that Great Britain could assert to the effect that her consent was necessary to such action on his part as President, and equally, he asserted, the right of congress to disregard any claims of Great Britain to prevent the acquisition of such rights from Costa Rica and Nicaragua, and to appropriate money for that distinct purpose. Beyond question he has bound himself, as President and as a plenipotentiary, to those agreements, and if they violate the rights of Great Britain or give her offence, congress is also bound either to undo the wrong or atone for it, and repudiate and impeach what the President has done or sustain his action.

GAME OF BLUFF.

Saturday Review Copies Tone of Some United States Papers.

London, Feb. 22.—The Saturday Review, discussing United States affairs, will say to-morrow: "They who fancy we are going to get anything in Alaska in return for further concessions in Nicaragua, must be willing dupes. Our government has the game in their own hands, if they choose to take the European powers, who have every claim to be consulted, into their confidence. United States statesmen are well aware, with difficulties thickening around them, that they dare not defy this country, much less Europe. Russia is giving an object lesson of the proper way of meeting an American "bluff."

KASLO SMELTER.

A Proposition Now Before the Dominion Government.

Nelson, Feb. 22.—According to a positive assertion in the Kaslo Kootenaian this week, a syndicate of Eastern capitalists have a definite proposition before the Dominion government to build a lead refinery in Kootenay if the government will give a bonus of $5 per ton on manufactured lead. The plant will be big enough to treat the entire output of the province, and make silver-lead properties independent of the American smelting trust.

SUNK AT ENTRANCE TO GOLDEN GATE

Pacific Mail Steamer Plunges to the Bottom Carrying More Than a Hundred People to Their Death.

Rio de Janeiro in a Dense Fog Strikes Hidden Rock and in Twenty Minutes Goes Down.

San Francisco, Feb. 22.—The Pacific Mail steamer Rio de Janeiro ran on a hidden rock while entering the Golden Gate early this morning in a dense fog. She sank in a few minutes after striking.

It is thought that nearly 122 persons were drowned, but it is impossible to ascertain the exact number, owing to the fact that Purser John Rooney, who had the passenger list and roster of the crew, is among the missing.

Ten bodies were recovered—two white women, one white man and seven Chinese.

The most prominent passengers on the steamer were Rounsaville Wildman, United States consul at Hongkong, who was accompanied by his wife and two children. It is thought all were drowned.

The ship was in command of Pilot Frederick Jordan when she struck. He was rescued. Capt. William Ward went down with his vessel.

As nearly as can be learned, there were 201 people on board the Rio de Janeiro, as follows:

Cabin passengers, 29; steerage (Asiatic), 58; second cabin, 7; white officers, 30; Asiatic crew, 77.

The saved number 79, classified as follows: Cabin passengers, 12; white officers, 11; steerage (Asiatic), 15; crew (Chinese), 41.

The lost number 122, classed as follows: Passengers, 24; officers, 19; crew (Chinese), 36; steerage (Asiatic), 43.

Following is the cabin passenger list, almost complete: Consul-General Rounsaville Wildman, Mrs. Wildman, two children and nurse, from Hongkong; Mr. and Mrs. Wakefield, of Honolulu; J. K. Carpenter, mining engineer, Oakland, Cal.; Miss Rowena Jehu, Honolulu; William Brander, London; Mr. Matheson, Shanghai; Capt. Hecht, German Navy; Capt. Holtz, Shanghai; Mr. Dowdell, Shanghai; J. F. Seymour, editor of the American, Manila; Mrs. K. West, San Francisco; Miss Leheran; Russell Harper, journalist, Nagasaki; Mr. and Mrs. Hart, Manila; Mrs. Gabriel Hoerous; Dr. Dodd, Butte, Mont.; Attorney Henshaw, Butte, Mont.; Mr. and Mrs. Woodwarth; Dr. Okawahara, of Japan.

THE MISSING.

The following cabin passengers are missing:

Rounsaville Wildman, wife, two children and nurse; Mrs. K. West, J. T. Seymour, H. C. Matheson, Mr. and Miss Wakefield, Miss Rowena Jehu, Zong Chong, Dr. Okawahara, Dr. Dodd, O. H. Henshaw, Mr. and Mrs. Woodworth, Mr. Dowdell.

The following officers and crew are missing: William Ward, captain; W. C. Johnson, first officer; John Rooney, purser; Russell Brigton, quartermaster; McCoun, first assistant engineer; Brady, second assistant engineer; Monroe, third assistant engineer; Dr. O'Neil, ship's doctor; D. A. Smith, water-tender; Savage, water-tender; Bennis, water-tender; H. Scott, steward; Bordg, storekeeper; Albert Malcolm, saloon watchman; McArthur, storage watchman; Mrs. Dorman, stewardess.

SAVED.

The following are rescued:

Cabin—William Bradier, London; Jas. K. Carpenter, Oakland, Cal.; Mrs. Ripley, Miss Lehren, Russell Harper, E. C. Howell, R. H. Long, G. H. Entz, Capt. Hecht, R. Holtze, William Caspar, Toledo, Ohio.

Steerage—Frederick Castrini, W. D. Wade, Japanese, Honolulu; 48 Chinese and 4 Japanese.

Crew—Second Officer G. H. Coglan, Third Officer Holland, Chief Engineer Merlihey, Ship's Carpenter Frank Cramp, Freight Clerk G. J. Englehardt, R. H. Leary, Quartermaster R. M. Mathieson, Quartermaster Fred. Lindstrom, Storekeeper E. Boggs, Steward H. Donahue, Seaman Howard.

George Englehardt, the freight clerk who is saved, belongs to Victoria.

HOW IT HAPPENED.

The Rio Janeiro was three days overdue from Hongkong, via Honolulu, when she arrived off the Heads last night, and the dense fog prevailing at the time induced Pilot Jordan to bring her to anchor until he could see his way clear through the gateway. She lay to until about 4:30 o'clock this morning the atmosphere cleared and she started towards Point Bonito. All went well until 5:40 o'clock, when she struck.

Most of the passengers were below at the time, and it is believed many were drowned in their berths.

C. Carpenter was picked up. The fate of Holland is not known, but he is supposed to have perished.

A number of Italian fishermen who were just starting out this morning saw the sinking of the ship, and also rendered every assistance in their power.

A PANIC.

While all this was going on, Capt. Ward was directing the passengers and trying to keep them from panic. He succeeded only partially, as many of the terrified people rushed to the railings and jumped overboard. Some of these were picked up; others were drowned. The Chinese crew, to the number of more than 100, was terrorized. Some of them huddled in little groups, chattering in fear. Others crouched close to the deck, moaning pitifully. Many jumped into the sea. Capt. Ward remained on deck until the vessel had settled to such an extent that the water was engulfing him. Then he went up on the bridge, and from there continued to issue his directions, although by this time the confusion was so great that few paid any attention to his commands.

SANK QUICKLY.

That the steamer sank almost immediately after striking is the report of a majority of those rescued. Some of the passengers say that she instantly listed forward, and that in five minutes she went down, while others declare that she stayed afloat for half an hour after she struck.

The wreck lies about three-fourths of a mile south of Fort Point, and about 1,000 yards off the rocky shore. The smokestack and a portion of the upper works of the ill-fated vessel are visible.

There are several conflicting stories concerning the fate of Capt. Ward. The steward of the Rio says that he stood beside the captain when the vessel went down. Two other survivors say they saw the captain to the last, but Frederick Lindstrom, the quartermaster of the vessel, emphatically declared that Capt. Ward emulated Admiral Tryon, of H. M. S. Victoria in going down with her behind a locked door.

THE CAPTAIN'S DEATH.

Quartermaster Officer Lindstrom was one of the first to land at Meiggs' wharf this morning, and one of the first statements he made was that Capt. Ward had gone down with the wrecked ship. According to his story, Capt. Ward, after consulting with Pilot Jordan, came down from the bridge. "He was standing on the deck when the vessel crashed upon the rocks. There was a cry of "Man the boats," but it was apparent that in the midst of the awful confusion a systematic effort to save the passengers would be of no avail. Everybody was scrambling for his own safety.

It was at this time that Lindstrom says he saw Capt. Ward standing on the forward deck. Suddenly the captain turned, and, walking hurriedly to his cabin, disappeared behind the door, which he closed. A second later the vessel was plunging to the bottom of the sea.

QUARTERMASTER'S STORY.

Quartermaster Lindstrom had the wheel when the steamer struck, and his narrative is interesting. "I was on the lookout," he said, "when I heard the pilot yell, and the next instant the ship struck; instantly all was confusion. Many of the passengers had assembled on deck to see the harbor as the ship passed, and the women seemed to lose control of themselves. They screamed, and the men, crew and passengers were apparently dazed by the suddenness of the calamity. My attention was claimed by the ship, however, and I saw at once she was badly punctured.

"When she struck she was beginning to settle by the head, and in a short time went down. When I saw all hope of saving the vessel was lost, I turned in and aided the officers and crew in saving the passengers.

"The Chinese were more panic-stricken than the white women. They rushed about the deck shouting, and some of them jumped overboard in their frenzy. We did our best to get the boats, but our time was limited, and I don't know how many boats were launched. I saw three boats filled with people leave the ship, but what became of them I had no means of ascertaining."

Capt. Ward had been in the employ of the Pacific Mail Steamship Company for many years. He first entered the service as a cadet on the steamship Tokio, and in 1888 was assigned to the command of the Rio de Janeiro. Later he was transferred to the Peru and then to the China, then to the City of Pekin. He was placed in charge of the Rio de Janeiro again, and has been three years and a half on the ship. Capt. Ward was 35 years old and a native of North Carolina. A sister and two brothers are residents of Raleigh.

Capt. Frederick W. Jordan, the pilot of the Rio, was rescued by an Italian fishing boat.

One boat got clear of the vessel. This contained the following passengers: Mrs. West, Mrs. Ripley, Chief Engineer Herlihy, Second Officer Coglan, Frank Cramp, J. R. Ritzsell, Storekeeper Borgg, Water-tender D. Lane, Quartermaster R. Mathieson, Capt. Hecht of the German navy. This boat got clear of the sinking vessel and stood by to help in picking up those who had not got into the boats and were in the water. Another boat, containing Third Officer Holland and J. K. Carpenter, got away, but was drifted close under the bow of the steamer. As the forward end of the vessel plunged downward, the prow caught the boat and cut it in two. The two men in the boat were uninjured and swam away from the sinking steamer just in time to avoid being caught in the swirl the water caused by the settling of the big ship.

L. O. L.

Hon. D. H. McFadden Grand Master of Manitoba Orangemen.

Winnipeg, Feb. 22—(Special)—Hon. D. H. McFadden, provincial secretary, has been re-elected Grand Master of the Orange Grand Lodge of Manitoba.