

THE RESCUED CREW

A Slenderous Story About the Captain, Contradicted by the Survivors.

Had Carmanah Light Been Properly Placed, Much Suffering Would Have Been Saved.

Seaman Chamberlain's Heroic Self-Sacrifice—Words of Gratitude by the Men.

J. W. Taylor, steward; T. Duggan, J. Hanley, J. Chamberlain, C. Journean, J. Marshall, A. Campbell, R. Heron and W. Walker comprise a portion of the shipwrecked crew of the Janet Cowan, which came to grief two weeks ago between Carmanah and Cape Beale.

They are a quiet looking, respectable and intelligent lot of men, and they tell a straightforward, honest story. Readers of the first report of the wreck were horrified at the statements of the captain's drunkenness and incompetency, but it is more horrifying to learn that these statements were false slanders of a man who had the confidence and respect of his crew.

On the 30th December we sighted Flattery light about 4:30 p.m. At that time the sky was cloudy and we soon lost sight of the land, although we could see the light occasionally. We bore in with the Flattery light right ahead.

About 7:30 p.m. the wind hauled round and the ship broke off so that we had to bear round to starboard and steering during which the ship broke off gradually till about 12:30, when J. Hanley fell at the wheel. The ship was then heading n.w. by w. The second mate went forward to lash the starboard beam, when T. Duggan reported breakers ahead on the starboard beam, shortly after which land was seen ahead.

The captain immediately ordered all hands to wear ship, which was promptly responded to. They managed to square the cross-tack and main yards, but the ship would not go round; she got off before the wind and would not answer her helm, and drove right on the rocks, running at the rate of eight or ten knots.

There were two tremendous shocks as the vessel was pitched on the reef, and then she was hard and fast. She is a total wreck, the bottom being clean gone, although the upper portion of the hull is untouched; but she will never be got off and floated again. After striking she swung round towards the land.

In the confusion of the second mate and two apprentices either jumped overboard or were washed away. The first man to distinguish himself in the hour of peril was J. Chamberlain, an able seaman and an Englishman. Seeing certain destruction for all hands if they remained on the vessel, Chamberlain stripped, and with a line, plunged through the surf and breakers towards the forbidding, black-looking cliffs, against which the waves were dashing with awful force. He was given up for lost as soon as he was plunged overboard, but there was a fearful undertow just there to add to the already tremendous danger. However, he swam on and made the shore, or rather rocks, but had the line taken from him by the drift-wood, among which he got tangled, and from which he was saved almost miraculously, only to face an almost harder task in clinging to the practically perpendicular cliffs. In the attempt he was lacerated and torn in a frightful manner. He made a ledge just above the water, where he remained for four hours till some clothes were got to him from the ship.

The next attempt was the lowering of the starboard lifeboat, in which the volunteers were J. Hanley, J. Lawray, J. Heath, J. H. Petersen and A. Olson. They had a tough and dangerous time among the rocks and surf, and after almost superhuman efforts they got a line ashore, and by means of the boatswain's chair they got all hands safely ashore.

Here the troubles and dangers of the crew commenced in earnest. They were on a ledge, just above the water. They could get out of their position only in one way, and that was by going back into the water and risking their lives again in the surf of a small bay leading to a beach some distance off. It was impossible to climb up the precipitous bluffs, and it was equally dangerous to remain on the ledge, because it was impossible to tell how long or how soon it would be before the rising tide would wash all hands off. Accordingly, by means of a line, they let themselves into the creek, and after many bruises and narrow escapes, the shore was

reached, and they proceeded into the woods. Some of the explorers came across the telegraph line, and the party divided, one going each way, in hopes of coming across a signal station or settlement. The two men who went to the eastward soon returned and proceeded in the other direction after the mate, A. Chamberlain remained with the steward to assist the captain, who was utterly helpless.

Towards evening the captain lost the use of his legs," said the steward, Mr. Taylor: "we carried him by short staves, but at seven o'clock he said he could go no further, and we laid him down as comfortably as the circumstances would permit. We had no matches, and we had no means of shelter. I kept the snow off his face, which had become deadly pale. Stopping down after a while I noticed that he was not breathing, although Chamberlain thought he could detect signs of life, but it was soon evident that all little assistance we could render him. All this time it was snowing and the wind was bitterly cold. We then proceeded after the other party, following the wire and walking all night. The next morning we discovered the men, who had been able to light a fire in the trunk of a tree."

The men then returned to the ship, which they reached on the 1st of January. Some of the hands went on board for provisions, and among those who remained on shore was the steward, Mr. Taylor, who had been able to light a fire in the trunk of a tree. The men then returned to the ship, which they reached on the 1st of January. Some of the hands went on board for provisions, and among those who remained on shore was the steward, Mr. Taylor, who had been able to light a fire in the trunk of a tree.

On Sunday morning a canoe containing Mr. Netherby and two Indians crossed the surf easily, saw the stranded men, and promised to send assistance, which was done. In the evening Mr. T. C. Daykin took all hands down to the lighthouse, where they were treated with the utmost kindness by the Princes Louise called. Indeed the men cannot say too much of the treatment shown them.

Commodore John Irving the little band look upon as a prince of hospitality. Nothing on board the steamer was denied them; no opportunity to make them forget their sufferings was overlooked; and the Canadian Pacific Navigation Company and Mr. Daykin will never be forgotten by that handful of men snatched from death.

The men all condemn those responsible for locating Carmanah light on the beach at one place, and in a bay, away from sight of a vessel not coming directly from sea, and is almost useless on the point, where it ought to be, the light is not to have been on the rocks one night.

As to the story of the captain's drunkenness, the men stood up together and denied it as a cowardly and vile attempt to slander a dead man. They say that they were given up for lost, but no one ever saw him drunk, and there was no more careful or conscientious man aboard than the captain. He was wholly misled by the mate, who said to him that there were pilots to be had inside of Flattery, and that there was a lightship there.

This slender on the captain was made public, the men say, by a man named Cox, who seems to have taken a great interest in the credit of any self-sacrificing deed that he performed, whereas, in fact, he is reported to have been the most selfish in the crowd. He was among the first to avail himself of the provisions when they were brought out from the ship. Cox's slender on the dead captain seems all the more heinous in face of the story, told by the survivors, about the captain's generosity to him. Cox was found on the vessel, almost naked and half starving, was taken aboard and clozed and fed by the captain, and the crew had subsisted on a nice little sum of money to give him a start when he got here, as he was perfectly useless on board the ship.

It will be necessary for Mr. Taylor and Seaman Chamberlain to go to the hospital for treatment, as they are both in a very bad state. After that the men will no doubt be provided for by the proper authorities, but all join in saying that Chamberlain's splendid heroism should receive recognition in some public manner.

When the Louise left the disabled vessel the tugs Pioneer and Holyday were off the wreck and the Tree was seen heading that way. Lighthouse-keeper Daykin and others protested against the unwarrantable looting of the vessel by American craft. The Americans had moved the ladder from the starboard side to the port side, making it impossible for anyone to get to the vessel. The wreck is still standing, although it is reported that the bottom had fallen out of her on Monday morning.

Mr. Taylor and other members of the crew interviewed Captain Gaudin, the Princes Louise, this morning, but Mr. Russell, the agent for the vessel, had received a cablegram to look after the men, it became unnecessary for the marine department to offer any assistance. Mr. Russell will care for the men until they pay arrival, and arrangements are made to send them home.

Blood and nerves are closely related. Keep the blood pure with Hood's Sarsaparilla and you will not be nervous. —Pocket knives, scissors, etc., a specialty at Shore's Hardware.

From Wednesday's Daily. Bad weather delayed the R. M. S. Princess of Japan, Capt. Lee, which arrived this morning from the Orient. The trip across was an uneventful one, nothing happening to interfere with the pleasure of the voyage. On board the vessel were 161 Chinese passengers and the following in the cabin: L. D.

WAS THE MAGICIAN

Schooner Wrecked Near Bamfield Creek and the Seaman Killed.

Return of the Princess Louise from the West Coast This Morning.

Representative of the N.W. Oriental Steamship Company Visits the Sound.

From Tuesday's Daily. News brought by the steamer Princess Louise from the West Coast last night throws considerable doubt upon the theory that the schooner wrecked near Bamfield Creek was the Kilmeny. The Louise brought down two men forming the crew of the 20-ton schooner Magician wrecked near the entrance of Bamfield Sound, the same night that the ship Janet Cowan went ashore. The two men, John and William, without much difficulty, but to spend the night in the open, getting thoroughly soaked and nearly frozen. They declined to discuss their experiences, the schooner belonging to Jimmy Hunter, who is not in the habit of publishing the movements of his fleet.

In their monthly freight and shipping report, Messrs. R. P. Rithet & Co. Ltd., say: "Although the hopeful anticipations expressed in our circular of a year ago have not been borne out to the full, it may at least be said that during the period under review an average business has been done. In all branches steady progress has been made, the closing months especially showing a marked improvement. The lumber trade has been prosecuted under the depressing influence of low prices, consequently it has been neither extensive nor brisk, and the same may be said of our coal industry, in which the exports have fallen to a point never before reached. The catch has been small, but, proved a disappointment as to quantity, although the prices realized compared very favorably with those of the previous year. Of salmon, on the other hand, the catch has been satisfactory in quantity, but prices have not changed for the better. The pack, however, has been disposed of to advantage, and so far as this province is concerned, we begin a new year with a stock of fish on hand, which is not so large as in previous years. The establishment of a new ocean-going line of steamers during the year is an item of more than local interest, and places this port in a still more favorable position than it has hitherto occupied. It is expected that the line will be operated by one line to Australia via Honolulu, and no less than three to Japan and China."

A Tacoma dispatch says: Yukino, one of the most prominent Japanese residents in the Northwest, has returned from Japan, where he conferred with the officials of the Nippon Yusen Kaisha, or Japanese Mail steamship company, regarding its proposed steamship line to the Northwest, which was started December 7 two of the highest officials of the company left Yokohama for Europe, empowered to contract for the building of six large, fast, modern steamships. These steamers are to ply between Japan and Europe, when they are completed, in about eighteen months, the steamers now running to Europe, Mr. Yukino says, will be used on the new line to the United States. Next to the officials of the Nippon Yusen Kaisha, now in Europe, will come to the Pacific coast to look over the coast cities and ascertain which of them will be the most advantageous to the company as the terminus of the line. The officials of the Nippon Yusen Kaisha, who will proceed from here to Europe to inspect the building of the new steamers. This is the company which proposes to make Victoria one of its ports of call.

The Louise, which arrived from the West Coast last evening, brought word of the sudden death of David Graham at San Juan. Mr. Graham had recently arrived from Broadmead, N. W. T., and died there of heart failure, while on his way to San Juan valley. He was only ill for a short time, death having resulted from heart failure. The body of the deceased was brought down by the steamer, and will be shipped to his home in the Northwest for interment. Mr. Graham leaves a wife and four children in the Territories. The Louise brought down the following passengers: Captain Hackett, Captain Balcom, Captain McKay, J. J. Baird, Mrs. Baird, Mr. McKay, Captain Buckman, Captain Stewart, G. A. Smith, Miss Halliday, G. A. Huff, M. P. P., John Gray, Robert Ross, M. Haugen, J. Arnet, Mrs. Stone, Mrs. A. McKay, J. J. Baird, Mrs. Baird, W. Henley, E. H. Henley, Mrs. Christie, and the crews of the wrecked Magician and Janet Cowan.

The overdue steamer Willapa arrived at Seattle on Sunday morning, having had a very stormy passage. There is a movement on foot to establish a steamship line between Seattle and Honolulu. The steamship Portland, the old Hawaiian Republic, will be the pioneer of the line, which is expected to commence operations by February 1st.

Frank Nicholson, the owner of the schooner Kilmeny, has perfected the model for a new 60-ton schooner. She will be ready for the Behring sea cruise in the fall. The City of Kingston was delayed here for several hours this morning landing 100 tons of scrap iron for the Sound.

A Port Angeles dispatch says: The body of a man was found last night on the beach west of this city. It had evidently been in the water for some time, as there was no clothing on it, and the face and one arm were missing. It is supposed to be that of a sailor who was lost overboard in the Straits from the Victoria sailing schooner two weeks ago. This refers to the Mascot.

From Wednesday's Daily. Bad weather delayed the R. M. S. Princess of Japan, Capt. Lee, which arrived this morning from the Orient. The trip across was an uneventful one, nothing happening to interfere with the pleasure of the voyage. On board the vessel were 161 Chinese passengers and the following in the cabin: L. D.

ABRAHAM, E. W. BROWN, W. L. GERMANE, W. G. HOCKRIDGE, K. IJIMA, REV. G. W. MORRISON, MRS. G. W. MORRISON AND TWO CHILDREN, K. S. OKURA, HANS, L. P. PISSET, JOHN SHAND, MAJOR G. SHIBA, L. A. CHAPMAN, MAJOR W. H. STEPHEN, R. A. WYLLIE, CAPT. YUI, I. J. A.

Mr. Okura comes over to take the position of vice-consul at Vancouver; Mr. Abraham is a member of the firm of Abraham, Collier & Co.; Mr. Germane is of the Bank of Montreal; Mr. Ijima being on a pleasure trip through the Orient, and Mr. Stephen is a brother of Lord Mount Stephen. Among the cabin passengers were also two officers of the imperial Japanese army, Major Shiba and Captain Yui, who are on their way to London where they are to be attached to the Japanese legation.

The Japan brought 1813 tons of general freight. There is to be a general change in the office staff of the Empress of Japan when she reaches Vancouver in fact Pursor Loboy's successor is already on the vessel, having left the Empress of China at Yokohama to join the Japan. Surgeon D'Alton McCarthy is also to have a successor.

Two of the Royal Naval Reserve men from the Japan left the vessel here for their two weeks on H. M. S. Royal Arthur. All the R. N. men have to serve two weeks on a warship every year.

Capt. Daly has purchased the sailing schooner Louis Olsen from Robert Ward & Co. An application will be made to have her name changed, and she will be fitted out for this season's sealing. Mr. Byers got away, and to-day she left the harbor, the majority of the schooners going to the Japanese coast. Yesterday the Vera, Capt. Shields; Minnie, Capt. Jacobson; Agnes McDonnell, Capt. Cutler, and Charlotte G. Cox, left for the coast, and to-day the Kate, Capt. Stromberg, left for the West Coast, where she will take on Indian hunters.

A quick voyage was made by the steamer Boreas, which arrived from the North this morning. She brings down no northern news of any importance. The following were the passengers on board: Mr. and Mrs. Draney, of Nanaimo; Mrs. Douglas, T. T. Hanbury, Geo. Bridge, Rev. Sangstad, H. B. Christensen, Bella Coola, and A. Butt, of Inverness.

Dover, England, Jan. 15.—The steamer Cisgar, of Barcelona, has been in collision with the German ship Nerous. The latter, which left Ipswich on October 2nd for Hamburg, has been towed into a place of safety. The collision occurred yesterday evening in a fog off Ramsgate. Nineteen of the crew of the Cisgar were drowned.

Collector Milne, receiver of wrecks, and A. L. Russell, agent for the owners of the Janet Cowan, interviewed R. P. Rithet, agent for Lloyd's, this morning regarding the disabled schooner. Mr. Rithet had received no instructions to take charge of the vessel, and Mr. Russell will leave this evening for Port Townsend, where he will interview the mate, who has been in communication with the owners. If the owners decide to abandon the wreck Collector Milne will take charge and sell her by public auction. In the meantime T. Daykin, of Carmanah Point, has been placed in charge of the vessel, and left this morning for the coast, where he will be joined by Mr. Rithet, who will, while in Port Townsend, pay the members of the crew who went there.

THEATRE ALLEY CASE. Wrangle Over the Manner of Swearing the Witnesses. An hour and a half was spent by the police court officials this morning listening to a wrangle between the defence and prosecution in the theatre alley robbery case as to how the witnesses should be sworn, by burning paper or decapitating a chicken. In the first place the victim of the assault and robbery was late in arriving, he being, so he says, held up, a very sick man. As he was about to stand up, Mr. Lindley Crease rose and said he would ask that the witness take the "chicken oath." Nobody had any live chickens, or dead ones either, for that matter, in the courtroom, and it was thought patched to get one. He got out, but as one of the officials put it, he must have waited for it to be hatched, he was so long gone. However, this did not overcome all the difficulties. The "chicken oath" is a double one. Besides cutting off the chicken's head, the witness must burn a piece of paper on which is written in Chinese a very strict oath. One of these papers was handed to Al Wing, the interpreter, by the defence, when he was about to administer the chicken oath. Al Wing turned the paper every way but was unable to fathom what was written there, and immediately asked to be excused from that part in his case. He evidently foresaw another of those long-drawn-out cases in which two factions of highlanders take sides and the courts in an endeavor to make the others submit.

The case was remanded until Friday, but whether it will ever come up again is hard to say. The delays caused by the defence were evidently for the purpose of giving the friends of the accused time to induce the prosecution to withdraw.

None But Ayer's at the World's Fair. Ayer's Sarsaparilla enjoys the extraordinary distinction of having been the only blood purifier allowed on exhibition at the World's Fair, Chicago. Manufacturers of other sarsaparillas sought by every means to obtain a showing of their goods, but they were all turned down, and the application of the rule forbidding the entry of patent medicines and nostrums. The decision of the World's Fair authorities in favor of Ayer's Sarsaparilla was in effect as follows: "Ayer's Sarsaparilla is not a patent medicine, so long as it does not belong to the list of nostrums. It is here in its proper place."

The best value for your money at Shore's Hardware. Dr. TAFT'S ASTHMALINE CURES ASTHMA. Consumption. Valuable treatise and 400 bottles of medicine sent free on application to Dr. T. A. Taft, 186 Adelaide St. W., Toronto, Ont.

Highest of all in Leavening Power.—Latest U.S. Gov't Report

ROYAL Baking Powder

ABSOLUTELY PURE

ANNUAL MEETING.

Law Intelligence. Chief Justice Davis is to-day hearing the case of the Nelson & Fort Sheppard Railway Company v. Jerry et al. The litigation arises respecting the Park Belle mineral claim, situated immediately adjacent to the Rossland town site, and which the defendants have located on lands included in the land grant of the plaintiffs' company. The question to be decided is as to what are the surface rights of holders of mineral claims. The plaintiffs dispute the validity of the claim on the ground, among others, that the lands are not mineral claims within the meaning of the statute, and are not open to location. The defendants, on the other hand, contend that the claim is not in the plaintiffs' land grant, and being a mineral claim, is outside the grant.

Both sides are represented by about a dozen witnesses from Rossland and other representatives from Spokane, and it is likely the trial will take up another day. Mr. E. V. Bodwell for plaintiffs, and Mr. W. J. Taylor for the defendants.

Mr. Justice Walkem to-day is hearing the evidence in the action of Anderson Stock Company v. John Parker. The plaintiffs and defendants in the year 1893 had dealings with each other respecting the purchase and sale of sheep, and as a difference in accounts has arisen the plaintiffs are bringing suit. Several thousand dollars are involved. C. E. Pooley, Q.C., for the plaintiffs, and H. D. Helmecke, Q.C., and J. A. Aikman for the defendants.

BOARD OF ALDERMEN. Last Regular Meeting of the Old Board Held Last Evening. The last regular meeting of the 1896 board of aldermen was held last evening, Mayor Teague in the chair, and a full board present. Magistrate Macrae, as licensing commissioner wrote the application of Mrs. Deane, that the commission have nothing to do with the amount of the fee.

Mr. Blewett, of Chicago, Will Report on B. C. Mining Property. Edward Blewett, a well known mining expert from Chicago, arrived in this city on Sunday evening, and left this morning on the Joan to examine some mining property on Texada Island. Mr. Blewett will return on Saturday and will go to Alberni to examine the mines there. He is working in the interest of Eastern capitalists who are seeking opportunities for investment in British Columbia mines. Mr. Blewett speaks in the most enthusiastic terms of the mineral wealth of this province. His opinion is this: "I have talked with men that have been in South Africa for two years. I have been to most of the mines in this country myself, and I tell you that the greatest mineral district ever known in the world is in British Columbia, and I am sorry it does not belong to the United States. You have here now mines that would astonish the world if the facts were published, mines that are hoisted 300 tons a day, averaging \$60 to \$70 a ton. What mine? The La Roi. But there are others. And this mining district, you must remember, is altogether in its infancy."

Mr. Blewett examined the famous Mrs. Christie mine, and it was through his report that Rockefeller, the king, was induced to take an interest in this property.

Winnifred Stolen. Taken From Victoria by Flynn and Craigie, Two Jailbirds. A Port Angeles dispatch says: "The Victoria yacht Winnifred is wrecked on the Straits shore off Sand Bay. The first reported it was thought she was a fishing boat. Customs house officers believe she had been stolen, and an effort was made to detain the men who brought her over, but they succeeded in getting away last night."

The fact that the Winnifred was missing from her moorings in James Bay was reported to the police several days ago. They ascertained that it had been taken by Mike Flynn and Young Craigie, two men who have spent most of their time during the last three or four years in the Provincial jail. Flynn was the man who escaped from the chain gang in 1894 and was recaptured on Mary Todd Island. The Winnifred was worth very little, she having been won by Dr. Berryhill, her present owner, in a raffle.

Many merchants are well aware that their customers are their best friends with the best goods obtainable. As an instance we mention Perry & Cameron, Michigan. They say: "We have no hesitation in recommending Chamberlain's Cough Remedy to our customers, as it is the best cough medicine we have ever sold, and always gives satisfaction." For sale at 75 cents per bottle by all druggists. Langley & Co., wholesale agents, Victoria and Vancouver.

Creditor (roughly)—Say, when are you going to pay me that bill? Debtor (genially)—My friend, you put me in mind of a little child who says, "Creditor—I do, do I? Why? Debtor—Because a little child can't ask questions that the wisest men cannot answer."

Land Registry Act. The South half of Section Ten (10) and Sections Eleven (11) and Twelve (12) of the District of Vancouver, being a portion of Section Twelve conveyed to Alexander Drumhurr by indenture dated the 30th day of December, 1878.

Whereas the Certificate of Title of George H. W. Wootton, as above recited, is due to expire on the 30th day of May, 1896, and numbered 574, has been lost, and application has been made for a duplicate thereof; Notice is hereby given that such duplicate will be issued unless cause be shown to the contrary in writing within one month from the date hereof.

S. Y. WOOLTON, Deputy Registrar General, Land Registry Office, Victoria, 31st December, 1895.

Twice-A-Week

REMEDIAL LEGISLATION

There Will be Op Charles Tupp

Ottawa, Jan. 17.—Premier Bowell is to run for the P. C. in the next general election. The next general election is likely to be a contest between the Conservatives and the Liberals. Mr. Murray will be a candidate in the P. C. in the next general election. Mr. Murray will be a candidate in the P. C. in the next general election.

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Revolution in Chewing Tobacco.

Tuckett's T & B Mahogany

Is the Latest and Best.

Manufactured by The Geo. E. Tuckett & Son Co., Ltd., Hamilton, Ont. The Improved WHITTON Family No. 1 Knitting Machine. This is the one to use. It can operate in any position. It will knit all kinds of goods. It is a family machine. It is a family machine. It is a family machine.

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Twice-A-Week

REMEDIAL LEGISLATION

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