

THE SHIPS AT SAUCON

(From Friday's Daily.) SADIE TURPEL ASHORE.

(Local) Sealing Schooner Drifted on the Beach Near Esquimaux Lagoon.

The sealing schooner Sadie Turpel, Capt. Mohr, was driven ashore on a sand and shingle beach not far from the McCullum estate, in Royal Bay, about 200 yards beyond the Esquimaux Lagoon, during the heavy South-east gale of yesterday morning.

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The Sadie Turpel left her anchorage at James Bay on Wednesday afternoon and sailed into the Roads, where she anchored near the ship Australian in Royal Bay. About midnight the wind began to blow with increasing violence, and soon a heavy rain set in.

Yesterdays afternoon the wind shifted to the Southwest, and the violence was not so great, and later in the day the wind fell. The crew were hard at work yesterday taking out the stores and gear of the schooner, and express wags will be sent down to the scene of the wrecking of the schooner.

The Japanese Line. Good Record for the Past Year.

In connection with the placing of the steamer Aki Maru on the Victoria, Seattle and Oriental run, it is interesting to review the record of the service of the Nippon Yusen Kaisha line to the Coast. Although the steamers of the Japanese line are not as fast or well furnished as the English line, they are second only to them as passenger carriers, and have been running in connection with the great Northern route since the late 1800's.

The appended table gives, commencing January 1, 1902, to date, the name, date of departure from Yokohama, date of arrival at Seattle, and the total time consumed of the 27 voyages:

Table with columns: Name of vessel, Left, Arrived, Time. Lists various ships like Kinshu, Shinano, Kaga, etc., with their departure and arrival dates and times.

It will be seen that the record time, 13 days and 19 hours, was made by the steamer Kinshu, which left Victoria Tuesday for the Orient.

This is in marked contrast to the time of the first vessel, the Mike Maru, leaving Yokohama August 5, 1890, following the establishment of the Seattle line. She was 26 days on voyage.

Remarkable as it may seem, none of the Nippon Yusen Kaisha vessels crossing the Pacific has ever met with a serious accident. One of the Kinshu's crewmen was killed when she was aground near reaching the Sound.

Shinano Maru, took fire on Seattle, and was wrecked on the beach near Esquimaux Lagoon. She was never seen again.

NEWS OF THE WATERFRONT

NAVAL NEWS.

Sister Ship of the Condor Ready for Launching.

The new sloop Condor, sister ship of the ill-fated Condor, which 15 months ago, went to the bottom of the Straits of Juan de Fuca with 70 stout-hearted officers and tars on board—she is now ready to be armed with six-inch quick-firing guns, four 3-pounder quick-firing guns, and three 885 Maxim's. It is doubtful if this type of sloop shall again be sent to the stormy North Pacific.

NEW C. P. R. STEAMER.

Capt. Mowatt Goes to England on a Mission.

Capt. Mowatt, of the steamship Athenian, left for England yesterday, referred to and see the result. We are in connection with the construction of another steamship for the C. P. R. line, and Capt. Mowatt is going to England under sealed orders. He would not receive his instructions until his arrival in London.

FROM THE SEA.

Lifeboat of Bark S. C. Allen Found—Body Comes Ashore.

Steamer Queen City, Capt. Townsend, which departed last night from a storied passage to Quatsno and way ports on the Vancouver Island Coast, brought with her a lifeboat which was found on the beach near Esquimaux Lagoon, and was taken to the shore.

SEA CASUALTIES.

Fewer British Vessels Lost Last Year Than in Previous Year.

The returns of sea casualties to British vessels in 1902-1901 are extremely satisfactory. The total number of casualties in the period was 5,421, or 42 less than in 1899-1900, 1,349 less than in 1898-1899, and less than in 1897-1898.

THE VENTOR'S LOSS.

As a result of the loss of the steamer Ventor of the Australian coast, the time, there was no other steamer in Canton, according to advices received from the Chinese city. It will be remembered that some weeks ago one of the Blue-Funnel steamers, the Ventor, ran on a rock shortly after leaving Victoria for Canton.

Remains of the ship were washed ashore, and after several days the remains were taken aboard the Ventor. Among these were five or six Chinese returning to China. The chief cargo of the ship was made up of tin, and were the bones of 470 Chinese on board. These remains had been carefully preserved, and after the ship was wrecked, they were taken aboard the Ventor.

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(From Saturday's Daily.) TO LOAD LUMBER.

Numerous Charters for the Chemainus Mills—A Race Up the Coast.

The German ship Neck, one of the overdues, on which 10 per cent. reinsurance was offered, and which arrived at Chemainus on Monday from New York after a passage of 104 days, has been chartered to load lumber at Chemainus by the Victoria Lumber Mills.

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SUSPECTED OF MUTINY.

Police Believe That Sailors Killed Captain of Ship Peron.

A despatch from Liverpool says: The British steamer Peron, Capt. O'Connell, from Maranhao, Brazil, via Panama, arrived here yesterday and was detained by the police on suspicion of having mutinied and killed the captain.

THE PYRENEES.

Efforts to Make British Vessel a Yankee.

Captain J. E. Thayer has gone to Washington, D. C., from San Francisco to secure for the British ship Pyrenees, which he saved from destruction by the Spanish fleet, the status of a British ship.

THE OVERDUES.

Neck Has Arrived, but Other Tardy Sailors Are Unreported.

There was no change yesterday in the overdue quotations, other than the withdrawal of the German ship Neck, which has arrived at her destination after a passage of 104 days from New York for the Victoria Lumber Mills.

THE DULL MARKET.

No Idle Ships Here Now, but Many Are at San Francisco.

The ship Australian, which will leave today for Tacoma, has secured a charter for 10 shillings to carry wheat to Melbourne. Her charter is for the purpose of carrying the wheat to Melbourne.

(From Sunday's Daily.) ALEX. McNEILL WRECKED.

Bark Well Known in These Waters Is Lost in the Far East. The old bark Alexander McNeill, which some years ago was engaged in carrying piles from Victoria to Santa Rosa, is a total wreck on Pratas reef, near the entrance to the Gulf of Caracra, in the Philippines.

S. C. ALLEN SAFE.

Bark From Which Booy Was Found Is at San Francisco.

The bark S. C. Allen, one of whose life buoys was picked up at Netchatuck on the Vancouver Island Coast some days ago, according to advices received from the steamer Queen City, is still in the hands of the British Consular authorities at San Francisco.

A TOTAL WRECK.

Coasting Steamer Runs Ashore and Breaks Up on California Coast.

The steamer Crescent City, which has been engaged in the coasting trade between San Francisco and Puget Sound, was wrecked on the California coast during a heavy gale which raged off the coast on Friday. She ran on a rock near the mouth of the Columbia River, and was completely wrecked.

WARNS CAPE OOLONY.

Kimberley, Jan. 30.—Mr. Chamberlain's visit here is significant for the strong warning he addressed to Cape Colony at a banquet given in his honor on the evening of the 29th.

PROSPECTORS MISSING.

Went to Silver Strand Shoal, and Have Not Been Heard of Since.

Some alarm is being felt at Krynok and Quatsno regarding the safety of Pete Anderson and James A. Ferguson, two prospectors who have been working on the Silver Strand Shoal, near the coast for many months in a sloop, making adventurous voyages, and prospecting for minerals.

THE LARGEST STEAMER.

Cedric Has Been Launched at Belfast—Is 700 Feet Long.

The London correspondent of the New York Tribune cables, under date of Thursday, that the Cedric, the largest addition to the White Star fleet, and the largest steamer ever built, was launched at Belfast on Monday.

WYFIELD SAILS.

Chinaman of Her Crew Meets With Accident When at Nanaimo.

Steamer Wyfield, which passed yesterday for San Francisco, had a Chinaman on board who was suffering from an accident which occurred while the steamer was loading coal at Nanaimo. The Chinaman was walking on the deck at 4 o'clock on Friday morning when he fell down the hatch.

THREE SAILINGS.

Amur, Tees and Queen City Leave Port Tonight.

Three steamers leave tonight from Turner-Benton's wharf, and yesterday the drays were coming and going with freight for the various ports on the British Columbia Coast and in Alaska. The steamer Amur, Capt. Gosse, will sail for Skagway, with 400 tons of coal.

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BET SUGAR.

Protection May Be Asked For Canadian Sugar Industry. Toronto, Jan. 30.—The Ontario Beet Sugar association has appointed a committee to study the matter, and if necessary, to ask the Dominion Government for further protection to that industry.

Fear Recurrence

Of Boxer Trouble

Alarm Felt in North China Regarding Threatening Crisis in North West.

Indications that Rising Similar to That of 1901 is Being Planned.

Correspondents of Chinese newspapers in the Northwest continue to send telegrams that a grave crisis is looming in North China, according to mail advices received here. The Northwest China News says: "We have received from a correspondent in the West a report which leaves the Port of Chefoo in a state of alarm."

London, Feb. 2.—The British Government has formed that the situation in North China is a serious one, and that a rising similar to that of 1901 is being planned. The British Government has formed that the situation in North China is a serious one, and that a rising similar to that of 1901 is being planned.

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