

EMPRESS OF CHINA FROM FAR EAST

White Liner Brought News of Disastrous Storms Off Japan Coast

MANY SHIPS AND LIVES LOST

Stowaways Found on C. P. R. Steamer Will Be Deported

(From Tuesday's Daily)

The R. M. S. Empress of China, Capt. Archibald, R. N. R., reached port yesterday morning on her 32nd voyage from Yokohama with a cargo, including 1,778 bales of silk and silk goods valued at \$900,000, and 19,445 packages of general freight, including opium, cigars, etc. There were 224 passengers, of whom 20 were in the saloon, ten of them being members of the crew of the steamer Tartar delivered to the Japanese government by the vessel. Hon. Rudolph Lemieux, Canadian envoy to Japan and his private secretary, Capt. Verret, were passengers from Yokohama. Other passengers were Mark Baggalay, a tea expert of Jardine, Matheson & Co., who made a number of trips in the Empress; Mrs. J. H. Galt, a merchant from Talpeh, Formosa; Capt. Dofus, a French shipmaster, who had command of a China coaster and is returning to France; R. C. Blyth, Mrs. Moore and Miss Sands. Other saloon passengers were members of the Tartar's crew. Capt. A. H. Reed, came as chief officer of the liner. The other arrivals included A. S. Barber, purser; J. Gould, chief engineer; J. H. Davis, chief officer; R. Griffith, G. Hampden, W. Fernie, G. A. May, H. A. Patrick, E. Thomas and R. Winter.

The intermediate passengers numbered 41 and the steerage 274. Of the latter were 100 Japanese, 42 Hindus, and 228 Chinese, of whom 46 were for this port. There were two stowaways, Arthur Moreland and James Clark, United States citizens, who were found hidden away on board soon after leaving Yokohama. They were ordered deported.

Empress of China met only two rough days being experienced, one when near the meridian, the other on Saturday last when a strong breeze was blowing from the north, and off the northern coast of Japan heavy storms had been encountered shortly before the liner sailed. Heavy loss of life was caused by the Hokkaido coast. Nine steamers were totally wrecked, one with all hands. The Esashi maru foundered off the coast of Esashi, the Hitaka maru, No. 1, at the mouth of the Sakata river and the Kwannon maru near Kushiro.

Forty sailboats were lost, with considerable loss of life. From Sapporo news was received that 538 fishing boats were wrecked or carried away by the storm, and over a thousand buildings were flooded by tidal waves, many being drowned. The American schooner Dolores, from Yokohama for Seattle, was wrecked in the storm, her crew being saved.

The Blue Funnel liner Mackinnon saved most of the crew of the sailing vessel, the Tenyo maru, taking on board survivors and carrying them to Yokohama.

News was brought by the Empress of China that two highly improved submarine mines have been invented by Commander Ota and some Yokohama naval officials for the Japanese government. If financial arrangements can be made the navy department proposes a 13,000 ton cruiser, with speed of 25 knots, superior in armor to the armor to the British cruiser Invincible.

From Vladivostok news was received of an attempt to blow up a fort, bomb placed by the military for that purpose having been discovered by loyal troops. Two officers sentenced to death for taking part in the recent mutiny were freed by soldiers, paraded to shoot them. The soldiers refused to shoot and released the officers, who were recaptured and taken to Nicolayev under guard. The mutineers, too, the soldiers refused to execute them, and the condemned men were sent to Tschita.

News was received from Seoul, that a forlorn hope of Korean revolutionists tried to invade the Korean capital, but were repulsed by Japanese troops with heavy loss to the east gate.

Famous Surgeon Dead.
Philadelphia, Pa., Jan. 7.—A private cablegram from Berlin announces the death of Dr. Albert Hoffa, the famous rhinoplasty surgeon. He is credited with having originated the methods which developed the bloodless cure for congenital hip disease as practiced by Dr. Adolph Lorenz.

Against Standard Oil.
New York, Jan. 7.—The hearing of the government to dissolve the New Jersey holding corporation, the Standard Oil company was resumed today before Special Examiner Ferris. Voluminous documentary evidence taken from previous actions against the company will occupy the attention of the examiner till Monday. The government hopes to prove through alleged admissions by employees of the company that the Standard Oil company accepted rebates.

G. N. AT MICHEL.
Mr. Hill's Road Will Soon Complete More Strongly for Crow's Nest Coal Traffic

Vancouver, Jan. 7.—By February transportation facilities for marketing the product of the Crow's Nest Pass coal mining district will be increased by the opening of the Northern extension from Fernie to Michel.

The road, which has been under construction for the last two years, is 23 miles long. The line follows Coal creek from Michel to Fernie, where it connects with the Hill road. Practically the route of the new line is the same as followed by the Canadian Pacific, Coal creek being the only outlet from the mines possible for a railroad.

The construction of the Fernie-Michel branch has been in progress for some time, and it is estimated that 25,000 a mile for

PORT PATRICK IS IN DANGER

First Strikes Columbia Bar Lightship and Then on a Shoal

SHIP'S CARPENTER IS LOST

Washed Overboard in Storm—Comes Here for Necessary Orders

(From Wednesday's Daily)

The British ship Port Patrick, which was towed into Royal Roads yesterday morning by the tug Sea Lion, has a narrow escape from disaster when she grounded on a shoal off the vicinity of Gray's harbor the morning after her collision with the Columbia river lightship. The ship's carpenter, Ipson, a Dane, shipped at Portland, was washed overboard and drowned. The ship, which loaded with 2,500 tons of wheat taken on at Portland, was a score of times heavily by the stern, meanwhile lying heeled over on her beam with great seas surging over her. The collision with the light vessel, disastrous though it was to both vessels, was but a minor episode with the second accident, which almost caused the loss of the Port Patrick with all on board, for Capt. Santy said no boats could have lived in the sea that was running when the vessel bumped on the shoal. When he waded deep into his flooded cabin, with the wreck of the lightship about to get rockets to set up signals of distress in the early morning of Saturday last, he did not anticipate that those on board would see another day.

The Port Patrick left Portland Jan. 3 for Queenstown for orders with wheat loaded by the Portland Flouring company. After the tug led her to the Columbia lightship, the sails were backed, but the way was not stopped and, lifting in the swell, the boom of the sailing ship, which was a serious injury to the light vessel, the Port Patrick grazed along her side, hitting the lightship as she fell with the sea smashing her works and her boards, and she was wrecked. The bowsprit and head gear of the ship carried away.

The Port Patrick when freed from the moored vessel bore down toward North Head firing signals asking the assistance be sent to the lightship, the captain fearing that loss of life might occur, as he believed the vessel to be in a dangerous condition. There were two tug towing in the French bark Geuthary, and the Port Patrick fired signals for a tug and a pilot. Neither were sent, much to the indignation of the captain of the Port Patrick. All afternoon he stood off the bar, waiting vainly for assistance.

Meanwhile the life saving crew from Cape Disappointment went off in response to the signals sent for aid, and the tug Tatooch after dropping the French bark proceeded to tow her to Portland.

Nightfall saw the Port Patrick still holding off the bar with topsails set when a strong gale started to blow from the southwest. The sea rose quickly, and by midnight the vessel was running and the ship was down running before a terrific wind. The captain was endeavoring to keep his vessel off the Columbia, but a tug next morning, in the darkness of early morning the vessel, weakened by the loss of her head gear, was severely beset by the storm. The cabin skylight was flooded, the decks, the cabin skylight was smashed and the cabin flooded, while foaming water swished about the forecastle because of the broken headgear, the vessel rolled in the trough of the seas, swinging from beam to beam.

At 11 p. m. on Saturday, when the ship was lifting in the darkness off the Washington coast in the dark, she bumped heavily by the stern, the vibration shaking some of those on deck from their feet. The vessel was on her beam, the carpenter, who was on the breakers were heard roaring as the high sea broke on the shoal. Had he been in the water, he would have been blown away by the high sea, but lying over the side, he was seen by the crew. One seemingly caught Ipson, the carpenter, and swept him away. No one saw how he fared, but the able seaman, was washed overboard, broken port, but was washed back on board by another sea, when the ship bumped.

Fearing his vessel would be totally lost and knowing his boats could not live in such a sea, Capt. Santy set up distress signals. The rockets were in his cabin, he had to fight his way to the locker, and he was almost waist deep. He clambered out, holding the rockets arm-high, and set up flares to signal the desperate condition of the ship. At last, shaking like a wet terrier, the vessel freed herself, and, with cargo shifted, sails blown away, listed and leaking, flooded and generally crippled, drifted off to sea before a southerly wind in the early morning. Daylight was never more welcome than to the worn-out crew on Saturday morning.

Capt. Santy, when daylight came, began to investigate the condition of the vessel. He called to one of the sailors to go to the carpenter at to sound the walls of the vessel. All hands were then mustered aft, and the names read from the articles. All answered, except Ipson, but he had been washed overboard. Two seamen were injured, all were thoroughly fatigued, but again hopeful that that daylight had come. The shore seemed but fourteen miles distant with deep water all about it was expected, when daylight came, that another ship would have been seen, a red and white light having been made out and the vessel had been led to think that another vessel had met disaster during the night.

The mate reported the rudder damaged, cargo shifted and the vessel leaking. Capt. Santy then endeavored again to get off the Columbia river bar, but there were no tugs in sight, but he there was a tug and pilot flying. The captain is bitter when he speaks of the turbid service at Columbia bar.

THE THUNDERER
Change in Management of London Times May Mean Its Advocacy of Tariff Reform

London, Jan. 7.—The formal statement of the change in the management of the Times, which will appear in the newspapers announces that the business management of the paper will be reorganized by Mr. Pearson, and that "the editorial character of the paper will remain unchanged, and it will be conducted as in the past, on lines independent of party politics."

The change in the organization requires the sanction of the court before being effective. Despite the formal announcement of its editorial policy would not be changed, it is generally believed that the change in the management of the Times has been made in the interests of tariff reform.

It is understood that Sir Alexander Henderson, who played a leading part in the recent fusion of the Great Central and Great Northern railroads, is associated with Pearson in the Times deal. He is a strong tariff reformer, in addition to being a successful railway administrator, and is largely interested in South African railroads. Sir Alexander Henderson was largely instrumental in the success of the Manchester ship canal.

Rendering Final Aid
Ottawa, Jan. 7.—Judge Hiddell today fined the Young rendering plan \$2,000 for maintaining a menace to the health of the city at Clarkston.

SALVATION ARMY NAME IN DISPUTE

Suit to Prevent Its Use by Organization Formed in the United States

New York, Jan. 7.—The question whether the Salvation Army, of which General Wm. Booth is the head, has the exclusive right to use that name in the United States, was argued in the Supreme court today. The arguments were on an application for a writ of permanent injunction restraining the American Salvation Army from longer using that name.

PREMIER MCBRIDE'S REPLY

To the Editor, the Colonist, Victoria, B. C.

BRITISH SOLDIERS FOR THE GARRISONS

Change to Be Made in Respect to Work Point and Half-Tax Forces

Hullfax, Jan. 7.—It is generally accepted that the garrison will be replaced by a complete corps from England in April. The Canadian government will pay the expenses as at present, but the men will come from the British Islands, Canada being difficult to enlist men, and they cost more than the troops from Great Britain.

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THEIR SIZE INDICATED BY GRAND JURY

Charged With Over-Certifying Checks on Mercantile National Bank

EXPLANATION BY COUNSEL

Affair is Outgrowth of Attempt to Corner United States Copper Stock

New York, Jan. 7.—Indicted by the Federal grand jury for the over-certification of fifteen checks, representing the credit of over \$400,000, and drawn by the firm of Otto Heinze & Co. on the Mercantile National Bank, E. Augustus Heinze, the copper magnate and former president of the Mercantile National Bank, surrendered himself to United States Commissioner Shields today, and later was released on \$40,000 bail.

Edward Lauterbach, counsel for Heinze, stated tonight that his client did not willfully over-certify to the checks, as he had drawn a check to the credit of Otto Heinze for a total amount of \$500,000, which the book-keeper of the bank failed to enter in the books until a day after certification of the check.

The indictment of Heinze by the Federal jury, which has been investigated by the Heinze and Charles W. Moore interests, is the aftermath of the collapse of the Heinze pool in United Copper, and which brought down the suspension of Grover and Kleberg stockbrokers, and subsequently resulted in the resignation of F. Augustus Heinze from the presidency and the retirement of the directors of the Mercantile National Bank, after an examination of the institution had been made by the clearing-house committee. He asserted that he had been betrayed by his friends in the United Copper pool.

Heinze had been informed quietly of the indictments charging him with the over-certification of fifteen checks, all drawn on October 14, just before the smash in United Copper, had been found by the Federal grand jury on December 2, and that his appearance would be required today. Without awaiting the service of a bench warrant, he with his counsel appeared before Commissioner Shields this evening. The proceedings were short. Heinze pleaded not guilty, and bail was furnished immediately by a surety company. When the proceedings were concluded Heinze told the newspaper men that he did not care to make any statement, and hurried away with his counsel.

After an examination of the indictment, which contains thirty counts, Commissioner Lauterbach tonight issued the following statement: "The indictment is based upon the certification of fifteen checks, amounting to something over \$400,000, drawn by Heinze on the Mercantile National Bank of October last. Before the certification was made, F. Augustus Heinze obtained the amount of a note for \$400,000, secured by abundant stock exchange collateral, worth at the market rates of that day more than \$300,000, and drew his check for \$600,000, the credit of Otto Heinze & Co., the amount of which should have been passed to their credit. I think there consequently was no willful intention to over-certify any check, not to the slightest extent. Over-certification is practiced every day in Wall street by all the banks as a matter of business necessity. On the contrary, the stock was selling for more than the amount of the checks amounting to the credit of the account of the drawers of the checks when they were drawn. I believe that the grand jury could have understood the situation correctly no indictment would have been found."

About 5 p. m. the indictment charges that Heinze, while president of the Mercantile National Bank, was guaranteed fifteen checks. It was guaranteed by the bank's signature that the sums indicated in the checks were held by the institution to the credit of the drawer. To over-certify bank paper is, under the federal statute, an offense punishable by imprisonment of not less than five years and not more than ten years.

The troubles of Augustus Heinze began with the bull campaign started by Otto Heinze & Co. and associates secured in the United Copper Co., which Mr. Heinze had organized and developed after his long fight with the Amalgamated Copper company in the early part of the year. It was when a mysterious selling was detected. Believing it to be an effort to raid the stock by short sellings, Otto Heinze & Co. gave unlimited buying orders to the stock brokers, believing that when the time came the bear operators would be unable to cover their contracts except at such prices as the bulls dictated. Heavy selling of United Copper continued, and to purchase the stock offered, Otto Heinze & Co. were forced to draw checks for large amounts to various brokers.

When the selling was over, it was ascertained, the Heinzes declared that they had been betrayed by friends, who sold their holdings of United Copper on the high market.

The United Copper stock slumped, and Gross & Kleberg, stock brokers, suspended, claiming that Otto Heinze & Co. failed to take up the stock of the United Copper which had been bought by the brokers.

A crisis was provoked in the affairs of the Mercantile bank, and the clearing-house committee made an examination, following which Heinze withdrew from the institution, but with his friends, still maintained a stock control, which he had purchased several months before from Edwin Gould.

There have been reports recently in the financial district that the Gould interests would again assume control of the Mercantile Bank.

F. Augustus Heinze was born in Brooklyn about forty years ago, and was graduated with honors from the Columbia School of Mines. He went west, where he made a success of working out abandoned mines. He then went into British Columbia, where he built the Trail smelter, and started the Columbia and Western railway. Later he returned to Montana and developed the famous Mineral Spring mine, after Marcus Daly had abandoned it as worthless. Heinze engaged with the Amalgamated Copper company in the United States.

Landlords Threatened With Fire.
New York, Jan. 7.—Threats that their buildings will be burned if they evict the tenants flooded east side landlords today as follows: "We will move, but if you do not give us a better offer, we will burn your buildings." The threats were made by a group of ten men, who were being evicted from their tenements. The landlords were threatened with fire if they did not give the tenants a better offer.

Trainmen's Chairman Injured.
Carleton Place, Ont., Jan. 7.—Peter Steele, chairman of the Brotherhood of Trainmen, lost both legs while attempting to jump on the moving box car this morning. Steele was stopped here for breakfast, and after having finished his meal, he was pulled off when he missed his footing and fell under the wheels. He was taken to a hospital at Ottawa, and is now in a critical condition. Steele was formerly a conductor on the C. P. R., and belongs to Toronto Junction, where his wife and family reside.

GRAND TRUNK PACIFIC

Hon. Mr. Tatlow States That No Arrangement Has Been Made to Start Work

ON CHARGE OF MURDER

Brantford, Jan. 7.—John Torrence, who shot a farmer on Christmas night, was arraigned before Police Magistrate Crawford here today. Torrence was committed for trial at the spring assizes.

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SELECTION OF JURY IS SLOW PROCESS

Only Three Definitely Chosen So Far For Trial of Harry K. Thaw

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