

An Active Commission

Details of the Work of the Imperieuse on This Station.

The Story of Her Interests in Cruise in South American Waters.

Some Incidents in the Varied Life of the British Tar.

The Army and Navy Record just received has an interesting sketch of the commission of the Imperieuse, which sailed from Portsmouth on the afternoon of August 12th, by one of the ship's officers. It is as follows:

The cruiser Imperieuse, which has just returned to Portsmouth on the termination of three years' service in the Pacific, was commissioned at Portsmouth on March 5th, 1896, as flagship of Rear-Admiral Palfrey. She left Portsmouth on March 27th, and started her commission on the 28th of a fresh south-west gale. After getting clear of bad weather in the channel and bay she made a quick and fine passage, calling at Madeira, St. Vincent and Montserrat, and then Cape Verde, the Eastern limit of the Pacific station, on May 5th. Three days were spent in the Straits of Magellan, and calling at Coquimbo, Calama and Acapulco, for coal, the Imperieuse met the Royal Arthur at Esquimalt on June 10th, having taken less than twelve weeks to complete the journey of 14,600 miles from Portsmouth. In three days the transfer of the command of the station was completed, and the Royal Arthur left for England.

With the exception of a few days' visit to Comox for target practice, the whole of the summer of 1896 was spent in Esquimalt harbor, settling into our new surroundings and enjoying the British Comox hospitality and summer weather, both of which are incomparable in the world over. During October we visited Vancouver, Hornby Island and Duncan Bay, and stayed a fortnight at each place, the general instigator of these visits, the building of which gave us as many a week's hard work in the course of the commission. This rainy month we were off to the Pacific coast, and well furnished as any naval vessel, and will long serve as a memorial of the Imperieuse on the station. Leaving Comox we paid our only visit during the commission to Port Angeles, the American base opposite and but eight miles distant from Esquimalt. After this cruise we stayed at Esquimalt with Christmas, the admiral hoisting his flag in the Pheasant for ten days to visit the station.

On the first day of the New Year, 1897, we were off on another cruise, which lasted nearly two months, Nanaimo, Duncan Bay, Drew Harbor and Vancouver being the principal ports. The weather was not so good as in the previous cruise, and the range at Comox. Cruises in British Columbian waters suit ardent sportsmen well. Most of the places visited are thinly populated by squatters and ranchmen, and well known to us as we were there, being driven back by over-shooting, as it has near Victoria and Vancouver, and the cleared areas attract the birds and make them easier to get at. Duck, all kinds of quail and geese abound in their seasons, and a few pheasants and snipe are to be picked up here and there. For those who delight in big game there are plenty of island deer close to the coast, and bear and elk in more extended excursions are made.

On March 14th we started on our first cruise in Central America. Calling only at Santa Monica, we arrived at Acapulco on the 24th, and between the 25th and April 10th, when we started north again, visited all the principal ports as far as Corinto, including San Jose, Amapala and La Union. From San Jose the admiral, with a party of officers, went up to the mountain city, and there entertained as guests of the president. For five days they were feted and feasted, and still speak of Guatemala in terms very different to those of the less fortunate to whom they were taken, who speak of the time spent in heavy swell beneath a pitiless sun over a hot head. The climate is very hot and damp, and combined with an ever-present small, combined life on shipboard far from pleasant. The Imperieuse got back to Esquimalt at the end of April after spending for four days against a heavy sea off the well-named Cape Fowlweather. Making but a short stay, we went on to Comox, and spent a month in prize firing, rifle practice and working on the new range. Petty Officer Lawrence made the top score in the rifle practice on the 19th.

The cruise in June, in view of the approaching Diamond Jubilee, we returned to Esquimalt, Victoria, ever anxious to show its loyalty, carried out a most elaborate programme of celebrations, extending over five days. The principal ceremony was a review on Macaulay Point, in which the Victoria and Vancouver battalions of the Canadian Army were represented with the Royal Navy, and the Royal Engineers to the honor of the occasion. On June 22nd all the ships in Esquimalt harbor, including the United States battleship Oregon and the merchant vessels, were dressed with flags, and at noon the 60-gun salute fired by four ships, reverberated through the forests and re-echoed from the rocky hills of the western extremity of the empire. A ball, given on June

23rd by the citizens of Victoria to Her Majesty's Navy brought a week of festivities to a close, and the Imperieuse crossed the straits to Vancouver to take part in the celebration of Dominion Day, which, by unwritten law, belongs to Vancouver as that of the Queen's birthday belongs to Victoria.

Returning to Esquimalt on July 12th, we spent two months there, broken only by a ten days' visit to Comox in August. On September 9th the officers gave a very successful ball in the sail loft of Esquimalt yard, which was tastefully decorated and lit by electric light from the ship's dynamo.

On September 22nd we proceeded southwards, again calling at San Luis Obispo and Ballina Bay, and arriving at Acapulco on October 3rd. Leaving Acapulco two days later, we ran into one of the sudden storms frequently met with in the Gulf of Tehuantepec, during which Leading Shipwright Charles Gibbs, whilst closing the after port, was washed from the deck. The ship was at once stopped, and every effort made to find him; but, with a heavy sea running, hope was small, and, after an hour's vain search, the service for the dead was read, and we went on our way. Arriving at San Jose on October 8th, we stayed three days, and then proceeded to Cocos Island. There, under the directions of an adventurer, named Hartford, we engaged in a search for treasure hidden by the pirate Graham, but, incessant heavy rain hindered the work. The forest-clad island is honeycombed with tunnels made by seekers for this treasure, and the British Government, who claim the island, for three years employed a large number of convicts in the search. After three days fruitless labor we returned to San Jose, and thence, calling at Acapulco, to Esquimalt, arriving there on November 3rd. After a fortnight at Vancouver and a fortnight at Comox we returned to Esquimalt for Christmas.

January, 1898, was spent at Esquimalt, and on a February 2nd the Imperieuse set out on a long southern cruise, calling at Monterey and Magdalena Bay, Acapulco was reached on February 18th. The ensuing three weeks were spent in Central Africa, where affairs were much disturbed. Revolutions were in progress in Nicaragua and Honduras, and the recent assassination of General Barrios, the president, was expected to cause political trouble in Guatemala. During this time we paid our first visit to Panama, the "Gate of the Pacific" makes an impressive appearance from the sea, its old fortifications, and numerous towers showing up against the dark Ancon Hill, with an air of solidity, and yet picturesque. The stone walls, which are built in the course of years taken a warm red tint which is very pleasing. Panama borrows from the past and future an interest at present little deserves. Memories of Spanish plate fleets and British buccanery, of the Californian gold rush, and its attendant bloodshed and robbery; and romance to the narrow, ill-paved streets and the ruined fortifications, churches and palaces. An advance notice of the prosperous commercial future which, by the energy of the new canal company, seems assured, is seen in the huge wharf at the Pacific entrance of the new half-completed canal. Calling at Payta, Callao and Iquique, we arrived at Coquimbo, the southern headquarters of the station, at the end of March. After a ten days' stay we started north again. Making no longer delay at Callao than was necessary to coal, we passed through the Channel of Islands on April 20th and 21st, and arrived at Acapulco six days later. War had just been declared between Spain and the United States, and many wild rumors were current of Spanish privateers on the Pacific Coast. A mail steamer on sighting us stopped up and ran towards the land, and the little towns of Wilmington and Monterey were thrown by our warlike appearance, into an alarm which changed to enthusiastic demonstrations of friendship when the white ensign was recognized. The latter salute saluted the British flag with two funny old muzzle loaders, which had been put on a hill top to strike awe into the heart of the Don.

We arrived at Esquimalt in time to take part in the Queen's birthday celebrations. In conjunction with the Canadian militia, and the Royal Marine Artillery and Royal Engineers, stationed at Esquimalt, a sham battle was fought on Beacon Hill, followed by a review and march past. The usual regatta took place on the Gorge, and all ships at Esquimalt sent competitors. Immediately after the Queen's birthday we left for Comox, where a month was spent in prize firing and rifle practice. This year Leading Seaman Clarke was our champion shot, with a score of 198. On July 1st we went to Vancouver, where the chief attraction of the Dominion Day celebration was a race for the sculling championship of the world between Gaudaur and Johnson. The former won apparently without being drawn out at all. On our return to Esquimalt the North Pacific Amateur Orsment's Association held a regatta in the harbor. Unfortunately heavy squalls made it impossible for out-rigger boats to race until after dusk, but a good programme of races for naval boats was carried out during the afternoon.

On July 25th the Governor-General of Canada and Lady Aberdeen visited the ship, and were received with vieregal honors. Later in the month the Press Association of the States of Wisconsin and Michigan, a large touring party of journalists, visited the Imperieuse, and were not happy until they had seen every corner of the ship. Their outspoken comment, and comparison of the British navy with that of Uncle Sam, to the glorification of the former, were most amusing. The extraordinary "yells" they gave tongue to as their boats left the ship were no doubt intended to be complimentary; they were certainly extremely unkind.

The autumn was spent cruising between Esquimalt, Vancouver and the settlements further north. Two spells of ten days each were devoted to carrying out improvements on the rifle range at Comox. Roads were built, of old boiler tubes and ashes, and a grove of young pine trees was planted in front of the mess hut. During November the strained relations with France kept the flagstaff at Esquimalt; but in December another cruise was made, in the course of which we visited Salt Spring Island, notable as the site of the first British settlement on the West Coast of Canada. At Comox the admiral assembled a squadron of five ships, and sent them on cruises to the various settlements on the coast and neighboring islands, re-assembling them at Drew Harbor, Valdez Island, whence all returned to Esquimalt just before Christmas.

The New Year, 1899, found us paying our last visit to Vancouver, where we thoroughly enjoyed a spell of real winter weather. A hard frost made splendid skating on Trout and Burnaby lakes, and heavy snow succeeded the roads in trim for sleighing and coasting. The day before we left the Vancouver club gave a most enjoyable dance in their club house as a farewell to the admiral and officers. January had an unlucky ending for the Imperieuse. On the 16th of that month a sad accident in the engine room resulted in the death from scalds of Stoker Thomas Bennett, and two days later his shipmates followed him to his grave in the naval cemetery at Acapulco.

An outbreak of influenza in the middle of the month rapidly filled the hospital, and necessitated the reading room in the dockyard being fitted up as a hospital ward. For some days the number in hospital was considerable, and quite half the men in the ship caught the infection. Early in February, however, we got rid of it, and the admiral then took the ship for a final visit to Comox, returning to Esquimalt the last month in Esquimalt was enlivened by many farewell entertainments, including a most successful dance given by the officers in the Blue Ribbon Hall. All were sorry to see the Imperieuse depart, and a search for treasure hid den in 1892 by the pirate Graham, and men alike met with hospitality, and kindness.

April 1st opened dull, and rain began to fall before the hour fixed for starting, but despite the unpleasantness of the weather hundreds of friends came on board to say goodbye, and crowds assembled on the rocks round Constance Cove to see the last of the Imperieuse as she steamed out of the harbor homeward bound. The November 3rd. After a week at Monterey, a pretty American summer resort, where the passage between Acapulco and Esquimalt was often broken during the commission. Leaving there we called at Magdalena Bay, Mazatlan, San Blas, Acapulco, San Juan del Sur, Pinarua, Payta, Salaverry and Ancon, and arrived at Callao on May 12th. Lima, the "City of Kings," is but seven miles from Callao, and can be plainly seen on a clear day, the number of its spires and towers giving it a very striking appearance. It is 500 feet above Callao, but so even is the slope that the land between the two towns appears to be quite level. From Lima the Peruvian Central Railway runs to the city of Oroya, tunnelling the Andes at a height of 15,935 feet, the highest point in the world reached by any railway. A number of officers and petty officers made excursions up this line. The bold engineering, grand mountain scenery, and wonderful remains of the old Inca civilization make it a most interesting trip. Lima being so easy of access, nearly everyone visited the old Spanish capital, which is now a clean city, with broad paved streets, and with the same air of sleepy well-being as an English provincial town. In the Cathedral Pizarro's remains are still shown to the curious. The bull ring, the many old churches, the picture gallery, and the museum are all well worth a visit. Leaving Callao on May 22nd, and calling at Pisco, Arica and Iquique, we arrived at Coquimbo on June 1st. The Warspite, our reliever, arrived on the 17th. We were in company for five days with the Imperieuse leaving for England on June 22nd.

The weather, which has proved our friend all through the commission, did not desert us towards the end. Despite gales on the coast, the Imperieuse for mail steamer, we slipped safely into the Straits of Magellan on June 29th, and for the first three days were favored with sunny weather, in which to admire to the full the glorious snow-capped peaks and glaciers frozen to torrents which border this marvelous sea lane. Clearing the station on July 5th we called at Montevideo, Rio de Janeiro, St. Vincent and Madeira, and arrived at Spithead last Sunday at 2 o'clock.

Storms in Behring Sea

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Laurada Returns From St. Michaels and Cape Nome—Miners Arrested.

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The miners chose a leader, T. D. Cashif, to represent them in obtaining their liberty. It is said that for the reason that the government had not food enough to feed the prisoners for any length of time they were released after two or three days.

The Laurada brought down two bodies, that of John S. Graeber, who died in St. Michael the day before the Laurada sailed, and that of Stephen Drew, who died several months ago at Circle City. The reports from Nome are still conflicting, but considerable gold dust was brought down from there by the Laurada's passengers. Some had boom stories to tell. S. R. Calvin, who says he has just sold out claims at Cape Nome for \$50,000 in speaking of the country said: "It is the greatest camp on earth. Men are taking from the sand on the beach from 20 to as high as \$100 a day, and there seems to be no end to the gold. The claims along the creek are all payable, and some of them are worth, undoubtedly rich. You must remember that the Cape Nome country has only been scratched over so far, but it has been profitable scratching. There are a good many men in the country, but room for more. It is a short season country, but a rich one."

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Many women suffer daily with aching back. They need not. This is but a sign that the kidneys are out of order, in fact, the ache is in the kidneys themselves, not in the muscles or bones of the back. M.A.D., of Cumberland Bay, N.B., says: "It is with pleasure I can recommend Dodd's Kidney Pills. Last winter I was taken with lameness and pain in my back with soreness about the region of the kidneys. I lost my appetite and became weak and unable to work. After suffering in this way for some weeks I decided to try Dodd's Kidney Pills, and after using one box the pain and soreness had left my back, and I am pleased to say I have had no return of it since. Dodd's Kidney Pills are for sale at all druggists at fifty cents a box, six boxes for \$2.50, or will be sent, on receipt of price, by the Dodd's Medicine Co., Limited, Toronto.

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Laurada Returns From St. Michaels and Cape Nome—Miners Arrested.

Steamer Laurada, Capt. White, has returned to Seattle from St. Michael and Cape Nome with 197 passengers and about \$70,000 in gold. She brings news of a severe storm which swept Behring Sea on the 19th, 20th and 21st of August. The British warship Pheasant, which, since the sealing season began, has been patrolling the sea, suffered. She lost two of her lifeboats, smashed to pieces by the great seas which broke over the vessel. Big waves swept right over her and washed about her decks like mill runs. The United States cutters Rusk and Corwin, which were also patrolling the sea, also suffered during the storm. The Pheasant and Rusk put into Dutch harbor and were there when the Laurada reached that port. Sailors on the warship and cutters say it was the worst storm they had ever seen in the sea. The Laurada was caught by the hurricane one day out from Nome on the 19th. It came up from the southeast and blew with awful force until the 22nd.

One hundred of the passengers on the Laurada were from Cape Nome and brought news of the arrest of 28 miners at Anvil City on August 14, as the result of a difficulty arising from the staking and re-staking of placer claims. A corporation, the Nome Mining and Development Company, it is said, owned thirty claims, not including the beach in front of them. When the beach claims were taken up, the company wanted the men staking them to pay rental. The miners refused to do so. The company's manager, then, it is alleged, prevailed upon a local magistrate, in command of the United States troops at St. Michael, to issue an order asking that the miners pay rental or quit work. Again the miners refused, and Lieut. Craig ordered his soldiers to arrest them all and place them in a warehouse belonging to the Alaska Commercial Company.

The miners chose a leader, T. D. Cashif, to represent them in obtaining their liberty. It is said that for the reason that the government had not food enough to feed the prisoners for any length of time they were released after two or three days.

The Laurada brought down two bodies, that of John S. Graeber, who died in St. Michael the day before the Laurada sailed, and that of Stephen Drew, who died several months ago at Circle City. The reports from Nome are still conflicting, but considerable gold dust was brought down from there by the Laurada's passengers. Some had boom stories to tell. S. R. Calvin, who says he has just sold out claims at Cape Nome for \$50,000 in speaking of the country said: "It is the greatest camp on earth. Men are taking from the sand on the beach from 20 to as high as \$100 a day, and there seems to be no end to the gold. The claims along the creek are all payable, and some of them are worth, undoubtedly rich. You must remember that the Cape Nome country has only been scratched over so far, but it has been profitable scratching. There are a good many men in the country, but room for more. It is a short season country, but a rich one."

Fred Everett, of Seattle, who has been at Cape Nome for three months, says: "The beach is the richest in the world. I make no exception. I know that Logan, a San Francisco newspaper man, and Schley, O'Neil and Hersberger, took out \$4,000 on the beach in one week. One day they took out \$1,600 with two rockers. Rockers were averaging over \$50 to a rocker, two men working, when I came along. The richest beach claims extend from Snake River, at Anvil City, up the beach three miles, but they are making wages as far up as Penny river. The beach yields fine amalgamates; the best in the world. Nuggets worth 90 cents have been found on the beach, a thing I have never heard of. Mr. Everett had in his possession one worth 60 cents."

A LADY'S STATEMENT

Volunteering to Act as Witness in Favor of Dodd's Kidney Pills.

Suffered With Pain in the Back and Lameness—Sure Symptoms of Diseased Kidneys—One Box of Lodi's Kidney Pills Sufficient to Cure.

Cumberland Bay, N.B., Sept. 1.—The ladies of the Maritime Provinces are every day becoming more and more convinced of the truth of the saying, "Dodd's Kidney Pills are women's best friends." Their very nature, physical make-up and manner of living, especially liable to Kidney Disease, and that Dodd's Kidney Pills are infallible in all sorts and conditions of this many-sided complaint. Women's weakness is nothing more nor less than a disorder of the feminine organs, caused by an improper state of the blood. If the blood was in a pure, healthy condition it would mend any break in the system, and all irregularities, obstructions, aches and pains would be alike impossible.

Many women suffer daily with aching back. They need not. This is but a sign that the kidneys are out of order, in fact, the ache is in the kidneys themselves, not in the muscles or bones of the back. M.A.D., of Cumberland Bay, N.B., says: "It is with pleasure I can recommend Dodd's Kidney Pills. Last winter I was taken with lameness and pain in my back with soreness about the region of the kidneys. I lost my appetite and became weak and unable to work. After suffering in this way for some weeks I decided to try Dodd's Kidney Pills, and after using one box the pain and soreness had left my back, and I am pleased to say I have had no return of it since. Dodd's Kidney Pills are for sale at all druggists at fifty cents a box, six boxes for \$2.50, or will be sent, on receipt of price, by the Dodd's Medicine Co., Limited, Toronto.

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ture, took up the honorarium point of view to be his conviction, and the styles of Dreyfus, that the latter fitness went into an analysis of the phraseology of printing out that certain met with in Esterlin never in those of commissary. Major always blundering, as he had been present at the court before he had said "yes," at which great severity, said: "guilty of a grave breach of discipline."

at down checkmated. G. Gonx at the time; the thorough investigation then read, and M. Gonx never alluded to the name of Dreyfus. General he always advised to mix up the Esterlin cases. Dreyfus, he condemned, and his re-opened, but they if there was not another general then made a of the fact that his letter-communicated to M. Gonx former vice-president to published them in a ntius Platane.

Labord, General Gonx yfus having been com- t his duty to go back a Gen. Gonx and Col. The latter, being ave Gen. Gonx letters he realized that he abominable intrigues, ived in Tunis a letter the late Col. Henry, sent of General Gonx Colonel Picquet add- ot responsible for the ation of the letter. Gonx said he had not to Henry's