

THE STEAMER "ISLANDER" LOST

STRIKES ON AN ICEBERG

Off the South End of Douglas Island, and Foundered in 40 Fathoms of Water In Less Than 20 Minutes.

SIXTY-FIVE PASSENGERS DROWNED

personally to the in- brought his gold say office to market consignments of gold over the counters of the Bank of Canada. The of opinion that the of the Dominion go- amplified that the es could market their ure the rebate. Any- to find out, and it is ts to find out, that it been told and re- But as for the offer- has yet to be made, solve the still unan- manufacturer went ie, of the Bank of nt L. G. McQuade of ie and other citizens, e among those who e movement for the guarantee fund to be ness men of the city of gold, and one by on of the Bank of Co., if they bring d produce certificates ly has been paid? probably be answered e answer comes back the wire it is not e N. T. Comd- the inducement to re.

FACTORY BILL.

The House of Com- factory bill to a third after a debate, which ction of the govern- a clause including he scope of the bill, alists strongly object- of the Catholic riet on the ground d would be subversive necessary to main- laundry conducted women. The Home Balfour frankly ad- sion was necessary, supporters of the gov- nounced it as a sur- struction. The Con- today are angry at as a "Cowardly sur- choly weakness. They e Mr. Balfour's of the House in driv- ion business into the sion.

nic women

to an alarming our land. Pale ility for exertion, palpitation of the d irregularities of ble symptoms of ing into a decline, me fatal constitu- rigor. Fresh air, Dr. Chase's Nerve the body and new ly and thoroughly ack perfect health

Food

manon, Bates & Co.

ete Receipt Book.



F. F. McNaughton, White Horse. E. G. Carlson, Seattle. J. D. Snider, Seattle. Noble Johnson, St. Mary's Ont. Geo. Powell, 2nd mate. Wm. N. Powers, Eagle City. O. L. Spinks, Dawson. Dr. Phillips, Seattle (wife drowned). A. L. Brownlee, chief engineer. H. F. Bishop, purser. Geo. T. Brown, Dawson. B. P. Ridgely, Dawson. J. A. Dean, Cariboo Crossing. A. C. Belch, Dominion Creek. Capt. Chas. Harris, Victoria. J. F. Comfort, Dawson. H. S. Herbert, Dawson. J. K. Devlin, Porcupine. W. G. Preston and wife, Seattle. H. A. Brigham. J. G. Stevens. M. Empey. W. Pigeon. Anton Krishie, Dawson. K. B. McLennan, Vancouver. Jack Kocher, Dawson.

OFFICIAL'S OPINION. Believes That the Estimates of the Loss of Life Is Not as Great as Stated. George McL. Brown, executive agent of the C. P. R., and a director of the C.

HAPLESS VICTIMS

THE DEAD CAPTAIN. Has Been a Victoria-Owned Steamer for Eleven Years.

Capt. Hamilton R. Foote, the master of the steamer Islander, who was lost in the disaster, was born in Dublin, Ireland, in 1853, and was in the steamship service out of European ports for several years, afterwards coming to America, and serving on Lake Ontario. It was in 1890 that the late mariner came to Victoria, and was in command of the steamers T. W. Carter, Spinstar and Mischieff. He commanded the steam schooner Mischieff when that vessel acted as tender to the British Columbia sealing fleet in the Behring sea, and made a number of trips to Alaska on the Mischieff. In 1893 he took the Mischieff to St. Michael with the first cargo of British goods, which had been landed there since the Russian occupation, nearly thirty years before.

When he went into the C. P. N. service, Capt. Foote was in command of the steamer Willapa and other vessels on the West Coast route, and during the rush to Alaska he was transferred to one of the vessels operated by the company to Lynn canal. He was master of the steamer Danube until when the fast liner Islander was placed in service some months ago, he was given command of her. He had been fortunate heretofore, the only accident to any steamer in which he was in command being the stranding of the steamer Danube one dark night in Victoria harbor, when that vessel struck on the rock now being removed by the Dominion government employees.

Capt. Foote was a prominent yachtsman and had always taken much interest in yachting matters. He was the first commodore of the Northwestern International Yachting Association, which is composed of the various clubs of British Columbia and Washington, and had held office as treasurer of the association. He had offered a special prize in connection with the coming exhibition for the best model of a yacht by a boy under fifteen years of age. He was very popular not only among his fellow-mariners and the traveling public, who came in connection with him, but with all who knew him, and the news of his death will be received with sadness by many.

DR. JOHN DUNCAN. One of Victoria's Leading Physicians Among the Number Drowned in Disaster.

A passenger who came down on the steamer Queen says Dr. John Duncan, of this city, was seen standing on the deck of the steamer just before she

when the news of the wreck reached here, said in an interview last night, after having talked with the officers who returned and the passengers: "The purser is remaining in the North to attend to the forwarding of the passengers, and he retains the ship's papers. It is therefore impossible to give an exact list of those lost, but from the fact that 113 were saved, the number lost cannot be as great as has been stated. In my opinion, the loss of life will not exceed 20."

There were 107 passengers on board of the steamer when she left Skagway, according to the best authorities; the crew numbered 61, and there were four or five stowaways, making a total of 173 people, so at this rate the loss would be 60. Mate Neurosis said the lost numbered 65, of whom 16 were members of the crew; three stowaways, four passage workers. But others say there were more than five stowaways and five children, who were on board were not on the list.

Another estimate of the number on board is 77 first-class passengers; 30 steerage passengers; 30 second-class; 61 crew; five working passage; eight stowaways, and five children.

sank, with a life belt on, and it believed that he went to endeavor to save Mrs. Ross, her child and niece, and in doing so lost his life. Another said that the Doctor was advised to jump into the water, but refused to do so. He had made no attempt to get into the boats, but had assisted others to do so. Dr. Duncan had been a resident of this city for a number of years, coming here as surgeon to C. Battery. He secured quite a large practice here, but latterly had turned his attention to his mining, some valuable claims a couple of years ago. He was returning from the mining district when the accident occurred. He leaves a brother, who practices in Dawson.

SOME OF THE VICTIMS. Andrew Keating, the millionaire of Kokisilah, and His Two Sons Drowned.

Among those who were lost was Mr. Andrew Keating, the millionaire, who makes his home in Kokisilah, Los Angeles and Victoria, and his two sons, Arthur, aged 22, and Julius, aged 20. They had been North on a pleasure trip and were on their way home. After retiring they were not seen again. A widow, four sons and two daughters, all resident at Kokisilah, survive. Mr. Keating made a fortune in South America, and latterly spent his time traveling along the Coast, taking up his residence at different places for short periods. While in Victoria he resided on Douglas street, near Princess Avenue.

W. G. Preston and wife were not drowned, as stated in the first reports. Mrs. Ross is a daughter of Mr. McKay, of Kingston street, in this city. Mr. J. H. Douglas was a member of the wholesale drug firm of Kelly, Douglas & Company, of Vancouver.

A. Burkholder, one of the others who lost his life, is a son of Mr. W. H. Burkholder, of Caledonia avenue. George Miles, the barber, is a native son of Victoria. His mother, Mrs. Lawson, resides on Johnson street, and besides he leaves a widow and two children. He was employed for a number of years by George Russell, the Yates street barber.

A medical man who arrived by the Queen said that many had died after being taken out of the water from exhaustion and the cold, and that others were resuscitated after hours of hard work. Others again were taken with cramps while on the rafts and died from the effects of them.

Thirteen bodies were taken out of the water on Thursday last. Some are being buried at Juneau and other will be sent south.

THE SURVIVORS

PASSENGERS' EXPERIENCES. Some Men Left Their Gold and Others Tried to Take It.

A number of the passengers tell of thrilling experiences during the disaster to the Island. Mr. A. Brumbaugh of Portland, who was bringing out a satchel which contained \$14,000 in Klondike gold, rushed up on to the upper deck when the boat was settling by the head, and Capt. Foote told him that there was little danger. Soon, though, there was a rush for the boats, and when he was rushing for his satchel of gold down the deck into the boat before sliding down into a place, for fear that the weight of the gold would stave a hole through the bottom of the lifeboat, and thus cause the loss of the lives of those who were in the boat as well as losing his own chances of safety. He concluded to abandon his gold, and dropping his satchel on the deck, he slid down into the water and

ed that no one called at his stateroom, but he felt the sudden stoppage, and says that his wife told him to get up and see what the cause of the stoppage was. He demurred at first, but hearing people moving about quickly, he dressed and told his wife to dress as quickly as possible. They all got out of their staterooms as quick as they could, and as they got on deck the steamer was sinking. Before they could jump off they were caught in the suction caused by the ventilating shaft, and his wife and child shot down, and he himself was drawn into the ventilating shaft, but his head caught and prevented him from being drawn down to death with his wife and child. His eye was severely cut when he was caught in the ventilator.

Dr. Phillips says he went down with the steamer and caught hold of some wreckage, and finally was found floating with the debris and helped ashore, where he was resuscitated after difficult work. When he came to, the bereaved Doctor called for his wife and child, and soon his little girl's body was brought to him. He told Consul Smith that he would not leave Juneau until his wife's body was brought to him.

Hon. N. A. Belcourt, M. P. from Ottawa, who was one of the passengers saved from the wrecked Islander, brought down by the steamer Queen, says that he had dinner with Dr. John Duncan the evening before the calamity. He had been feeling unwell and was up to midnight, when he saw Capt. Foote with a number of other passengers in the dining room. When the accident occurred he was asleep, and the shock awoke him and his friend, Mr. George Ray, of Ottawa. No one came to arouse them. He says that they could not open the door of their room and had to break their way out through their window. Mr. Belcourt jumped into the lifeboat from the upper deck and fortunately alighted safely. Both he and Mr. Ray did yeoman service in restoring the persons rescued from the icy water.

Passengers who arrived on the steamer Queen say that as the tide returned on Thursday morning after the disaster, a large quantity of debris from the wreck arose to the surface, and drifted on the shore. The wreckage included parts of the cabin floor and staterooms, also trunks and baggage.

The Indians were early on hand, and with axes they smashed trunks, stole articles of value and carried off boats' loads of valuables, no one caring to stop them.

While the Queen was en route down to Victoria, a concert was given on board on Saturday evening for the benefit of the sufferers, and the sum of \$333 was raised and placed in the hands of U. S. Consul Abraham E. Smith, of Victoria. B. C., who was a passenger on the Queen, for distribution among the needy.

PASSENGERS' EXPERIENCE. One of the Survivors Says the Crowd Was Orderly.

E. M. Green, of Vancouver, who went North by way of St. Michael in June, said that he was awakened by a steward shortly after two o'clock and went on deck. There was a large crowd of people around the boats, but they were very orderly and there was nothing like a panic. He saw that there was no possible chance for him there, and securing two life belts, which he buckled on, he went forward with four or five others and launched a life-raft. As they were putting it over the rail a man jumped on, but they compelled him to get off, and then got the raft in the water with out difficulty. About fourteen people got on the raft. When they left the ship there was fully two feet of water over her forecastle deck. They moved clear about 12 feet, when they heard a noise like a slight explosion. He does not think the boilers exploded, for there was not enough wreckage in sight. The raft drifted towards the stern of the ship about 25 feet, when the stern was lifted high in the air, fully 25 feet, and the ship slid forward and went down bow foremost. This movement of the ship kept the raft from being dragged down with the section of the sinking vessel. The raft was very deep in the water and kept swinging and tilting, but every one managed to hold on. They were in the water about two hours, when a boat came out and took them ashore. They saw another raft with about eight people on it, and they were all saved. One of the people on this raft said that he saw the captain jump from the ship as she was going down. The night was somewhat foggy, so much so that they could not see the land from the ship, although it was only three-quarters of a mile away. The boats were able to find their way ashore by the sound of a little watercraft. When they were on the raft an iceberg passed them, but he does not think it was the one the steamer struck. It was about six feet high and twelve feet long. He heard one man say that he lost \$50,000 in gold. He did not think the ship remained afloat twenty-five minutes after he was awakened.

A sad incident was that of a man and his wife, who had been some years in the Yukon, and had amassed a little fortune, which they were coming out to enjoy. When the boats were being launched, the lady was taken in, but there was absolutely no room for the husband. He went down with the ship. She was saved with the others in the boats, but had absolutely nothing left but her night clothes.

On the morning after the wreck a door drifted ashore with a little dead child holding to it. The little one had a life belt on.

U. S. Consul A. E. Smith, who was a passenger on the steamer Queen, having gone North on a holiday trip, saw Dr. Phillips, of Seattle, at Juneau. Dr. Phillips told him that although he had escaped with his own life, he had lost his wife and child. The Doctor insist-

STORY TOLD BY THE PILOT

Captain LeBlanc Who Was On the Bridge At the Time Tells His Story of the Appalling Disaster.

THE PASSENGERS RUSH THE LIFEBOATS

Capt. LaBlanc, pilot of the wrecked Islander, who was on the bridge and in charge of the steamer at the time of the wreck, tells of the disaster as follows: He says the steamer left Skagway at 6:30, Skagway time, 7:30 Victoria time, and although it was blowing strong, and dark, and a bit cloudy, it was a good night for traveling. The stars could be seen through the gaps in the clouds—in fact, it was a fairly good night. The Islander was going along at nearly full speed, making fourteen knots. At 2:30 on the morning of Thursday, the 16th, without any warning whatever, she struck a piece of ice, how large it is impossible to say, for no one saw it. The officers had expected to meet ice, but, said Capt. LaBlanc, like all others running steamers to Alaskan ports, they figured that any piece of ice that could not be seen could not do any damage to speak of.

Capt. LaBlanc was standing on the starboard side of the Islander's bridge at the time of the accident with his night glasses, and was looking along one steamer's course for ice. Just before the steamer struck he had seen a piece of ice on the starboard bow and had cleared her, and was looking for any other bergs that might be there, but nothing was to be seen of any ice, and not until the vessel struck was he aware of the proximity of the ice. He did not see the ice after the vessel struck. As soon as the crash occurred, he rushed to the port side of the bridge, but saw nothing, for the small berg which brought death in its wake for many of those on the steamer, had completely disappeared under the vessel. The crash was not a heavy one—in fact, Mr. LaBlanc says, he has struck logs which have caused more concussion.

Capt. LaBlanc immediately rang for the engines to be stopped, and hardly had he done so when Capt. Foote came running on to the bridge from his room. Capt. Foote had been below. Soon after Capt. Foote reached the bridge the night watchman ran up from the lower deck and reported that the steamer was making water forward.

Capt. LaBlanc asked the watchman if the steamer was making much water, and the watchman said, "She is filling!" Capt. LaBlanc describes what happened then as follows:

"I realized that we must put the steamer ashore at once, and after ordering the helm hard a-starboard, I rang for both engines to go full speed ahead. As I did so, I told Capt. Foote that it was our only chance to put her on the beach. Capt. Foote did not seem to realize the danger, and he said to me, 'I don't think we'll reach her here, for the beach is too steep. We'll run her back to Hilda Bay, and the ship can be saved if we put her on there.'"

"Seeing at that time that the steamer was settling down by the head, I urged Capt. Foote not to go to Hilda Bay, but to beach the steamer right where she was, which was about three-quarters of a mile, or it may have been a mile, from shore, on the east end of the south shore of Douglas Island. Capt. Foote, though, seemed to think that the vessel might be got to the better beach at Hilda Bay, but then seeing for himself how the steamer was taking water, he ordered her to the beach at once.

"When he saw how she was settling, and he made up his mind to go ashore, several minutes had been lost, for after I had rung to the engines for full speed ahead, they had been stopped again. Then when Capt. Foote decided to put the vessel on the beach, I rang for full speed ahead again, but the steamer had taken too much water, and she was so much down by the head by reason of the incoming water that her stern was thrown high up and she would not answer her helm. She ran around, not answering the helm at all.

"I heard the mate's voice on the upper deck about then, and I called to him, 'Clear away the boats!' He answered, and began to obey the order immediately. I went to his assistance as quickly as possible, and all hands there, two mates and a sailor, assisting, we quickly got the boats out.

"There was a rush of passengers to the upper deck. All were excited. They at once took a hand in the work of getting the boats out and the majority of the men rushed the boats. There was no thought for the women or children, but these men rushed to the boats and cut away the tackles and ropes and crowded into the boats. Had there not been such a rush of passengers, I believe that we would have saved the ma-

jority if not all of the passengers, although the time was short. There was room for all, though, in the boats and on the rafts, and had the passengers not acted on the principle of every man for himself, as the majority did, the tale of dead would probably not have been so large. They clambered along the chains, loosed away the tackle, and crowding in, were eagerly shouting, 'push off!'

"I saw one fellow, I don't know who he was, waving a hatchet and threatening to kill anybody who attempted to crowd into the boat which he was standing by. There was much excitement on both main and upper decks.

"As for the crew, they behaved well, indeed. They could not have behaved better. Capt. Foote did not leave the bridge until the water practically lifted him off. All thought of the passengers and looked to their safety before seeking to save themselves. The boats were all got off safely without any being injured or swamped.

"The steamer was then fast going down by the head, and after the boats had left the steamer, we got out the two rafts, which were left on the upper deck. We turned our attention to these and one we launched over the port side forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward raft on which I was there were about 25 people.

"I did not get on to the raft until she had been launched. She got away from the steamer before I could get a life belt, and while I was running to secure a life preserver, the forward part of the steamer went under, carrying away the raft. I then launched myself from the steamer's side and swam out to the raft. This raft was very much overloaded and upset several times. Capt. Foote was on the forward part of the raft, while I and Second Mate Powell were hanging on to the stern. Steward Simpson was with Capt. Foote, and I did not know whether they regained the raft, for I, together with Second Mate Powell, left the raft and struck out through the water in search for wreckage or something else to support ourselves.

Powell went in one direction and I in the other. I found a piece of wreckage big enough to support six men, and I was so badly exhausted that I nearly failed to get on top of it. Ultimately, though, I managed to do so. I don't know how long I was in the water, but when I climbed up on the wreckage I noticed that it was then daylight.

"While I had been fighting for my life in getting on board the wreckage, it seems that a boat had put out towards me, and when I was on the timber I saw it coming. It took me off and landed me ashore with the other survivors, and with them we were well taken care of by the people.

"I sent Mate Neurosis to Juneau in one of the steamer's lifeboats, and later, fearing that he would lose his way in the fog then prevailing, I despatched Capt. Charles Harris, the well known sailing man, who had been in command of a river steamer, and was homebound to Victoria, to Juneau, with a boat's crew. On the arrival of the boats at Juneau the steamers Flossie and Lucy were despatched to our assistance and we were all taken to Juneau. The people of Juneau were very good to us, supplying us with clothing, food and bedding, and resuscitated the sufferers from exhaustion.

"As far as I can judge from the manner in which the steamer acted when she did not answer her helm, the Islander went down in about 23 fathoms of water. Soon after we left her she foundered, and as she went down there was a rush of air and water, which carried away the woodwork and threw up a cloud of debris. I do not think the boilers exploded. The splintered woodwork thrown up would undoubtedly be caused by the rush of air and water through the steamer as she went down. The ice which sunk her struck her on the forward port bow, just at the water-tight bulkhead, and carried away the bulkhead. She foundered in, I should judge, about eighteen or twenty minutes. I did not learn definitely how many were dead, but in looking over the lists at Juneau with the purser, we figured that the lost must number about 41 or 42."

Capt. LeBlanc is confined to his bed as a result of the privations endured by him at the time of the disaster.

(Continued on Page Four.)

The Colonist.

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(except the city) and United States at the
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All new advertisements and changes of
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not later than 6 p. m. Advertisements will
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but insertion cannot be guaranteed. For
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Night Editor.

\$10 REWARD

Will be paid for such information
as will lead to the conviction of
anyone stealing the Colonist from
the doors of subscribers.

WRECK OF THE ISLANDER.

Not since the bridge disaster has such
a wave of horror gone over the com-
munity as that which swept over it last
night, when word was brought down by
the Queen that the Islander had gone
down and with her many precious lives.
This is by far the worst marine acci-
dent in the history of the Northwest
Coast during the last twenty years, and
for one equal to it in loss of life and
property, we must go back to that of the
Pacific off Cape Flattery in the '70's.

As the list is yet incomplete, it is im-
possible to say how many Victoria fam-
ilies have been bereaved by this catas-
trophe. A peculiarly sad case is that of
Mrs. Ross, her daughter and niece. She
was the wife of Commissioner Ross of
the Yukon, and only recently went North
to visit him.

At this writing it is impossible to say
anything more than give expression to
the feeling of sympathy felt by every
one with the families of the unfortun-
ate people who met death so unexpected-
ly. Comment upon the accident would be
clearly out of place at this time.
There will, of course, be an investiga-
tion. So far as all accounts go, there
seems to have been as little confusion as
could be expected under such circum-
stances, and the crew and officers appear
to have done their duty as British sea-
men.

VICTORIA AS A RESORT.

There is at present in this city a Port-
land gentleman and his family, and he
brought his horse and carriage with
him, because he had heard so much of
the excellence of the roads around this
city. He has tried them and found them
equal to the representations made, and
he now expresses the opinion that if the
city were better known, it would re-
ceive a very large influx of visitors every
summer, who would come, not simply to
stay over between boats, but to remain
for a time with us. That this is sound
sense cannot be denied. Very many peo-
ple make the mistake of supposing that
every one in the Pacific Northwest
knows all about Victoria, but that is not
the case. So large a proportion of the
population of this part of the world
is made up of new-comers that the ma-
jority of the people do not even know
the facts about their own town. An
other idea very commonly held is that
Great Britain, Eastern Canada, and the
Eastern States are the places where the
advantages of Victoria as a resort
should be advertised. The representa-
tive of a number of United States rail-
ways, acting in combination to build up
tourist travel, once said that they ex-
pected to get the most of their business
from localities within twenty-four hours'
ride of the places advertised. The reason
given were several. One was the matter
of expense, for the majority of peo-
ple have to consider expense in pro-
viding for a summer outing. Another is
the length of the railway journey, for
many people do not care to take a long
ride by rail. Another is the fact that
business men, in taking a short holi-
day, do not care to be too far away from
their business. They like to be within
call. Very many business men prefer
in the summer to send their families
away, remaining in town themselves for
a part of the week and going down to
see them on Friday, stopping over Sun-
day. These considerations are taken in-
to account by the great majority of peo-
ple when making up their minds where
they will take their summer outing. It
is this class of travelers who make up

FIREWORKS

For celebrations, garden parties, camp-
ing, etc.
Promptly shipped, carefully packed,
with full instructions for firing.

HITT BROS.

Fireworks Manufacturers, Victoria, B.C.

the great bulk of what is called tourist
business. The rich people of leisure, to
whom time and distance are immaterial,
are not much influenced by advertising.
In fact they are often disposed to go off
the beaten track and seek for new fields.
Victoria may hope to become the pleas-
ure resort of the Northwest, if the right
kind of effort is made to bring its at-
tractions under notice of the people, who
live near enough to make it probable
that they will spend a part of the sum-
mer here. We need not trouble ourselves
much about more distant points. At
any rate to undertake to advertise the
city all over the Eastern part of this Con-
tinent and in Great Britain would be an
enormous task. What literature we
might issue for that purpose would be
lost amid the mass of similar matter is-
sued by near-by points. We can best
reach those communities by illustrated
articles in newspapers and magazines.
But the people we can reach and whom
we ought to try and reach are those who
live within a radius of a thousand miles.
This is beyond all question the best
place within that radius to spend a sum-
mer. Every one will admit that. When
we make such a statement we are upon
very solid ground. Therefore let an ef-
fort be made to address ourselves to
such people, and we will find, as Col.
Sellers would say, that "there's millions
in it."

VICTORIA'S POPULATION.

It has been pointed out to the Colonist,
and with a great deal of reason, that
those persons who are disappointed in the
population returns so far as they apply
to the city of Victoria, do not take into
account that a very considerable number
of people, practically Victorians, do not
live within the limits of the munici-
pality. This remark applies to those
people who reside along Oak Bay and
east of Foul Bay road; to the residents
on and near the Boleskin and Gar-
bally roads; to the people living beyond
Pine street in Victoria West, and to
very many other suburban residents. In-
deed in considering Victoria as a centre
of population and business, it is correct
enough to include the whole district be-
tween Victoria West and the Navy Yard.
If these items are added to the popula-
tion of the city proper, we fancy that the
total would not fall much, if any, short
of that of Vancouver. Some additions
must also be made for omissions on the
part of the enumerators. In saying these
things we do not wish to raise any con-
troversy as to which is the more important
centre, Victoria or Vancouver. That is
quite immaterial. What we aim at is
to impress upon our readers that the 20,
000 returned by the census as the popu-
lation of the city only is intended to enu-
merate those who at the time of taking
the census slept within the limits of the
municipality. When the population bul-
letin has been received, we shall be able
to cast a little more light upon this point.

Islander Lost

(Continued From First Page.)

ISLANDER'S HISTORY.

Built for Victoria-Vancouver Route
Fourteen Years Ago.
The Islander, which was the best of
the Alaskan fleet, was built at Glasgow
for the Canadian Pacific Navigation Co.
in 1888, at a cost of \$200,000. She ar-
rived at Victoria from the Clyde on De-
cember 9, 1888, in charge of Capt. Geo.
W. Robertson, who left the service of
the C. P. N. Co., to whom he went from
the Cunard service, to become a Vancou-
ver pilot. Capt. Walbran, master of the
D. G. S. Quadra, was chief officer. Soon
after her arrival the Islander was placed
on the Victoria-Vancouver route, and in
1890 made several trips to Alaska. She
was a twin screw steamer, with elegant
accommodation for several hundred pas-
sengers, and a large freight capacity, and
fitted as she was for the convenience of
her passengers, with the large saloon,
etc., she ranked as one of the finest of
the modern built steamers of the North-
west.

THE SURVIVORS.

About Forty Arrived by the Steam-
er Queen and Others will Be
Down on the Farallon Today.

There were forty of the survivors on
the steamer Queen, which arrived last
night, and others will be down on the
Farallon, which is due tonight. Among
those who came down were Pilot Le-
Blanc, Chief Engineer Brownlee, First
Officer Neutrotis, James Denny, fourth
engineer; N. A. Belmont, M.P.; J. G.
Morgan, of Winnipeg; F. G. Hinde,
Bowker; K. B. McLennan and others,
both passengers and members of the
crew. When the Queen passed the
scene of the wreck the evening after the
collision, there was not a sign of wreck-
age, and not until their arrival at Jun-
cau did those on that steamer know of
the disaster.

Chief Engineer Brownlee had quite an
experience. When he was called he in-
spected the engines and then learning
that the vessel was going down turned
his attention to the boats, one of which
he launched and filled with passengers.
Having done this and helped in other
ways and all the boats having been suc-
cessfully launched, he dropped into the
water and got on to a cabin door. He
was crowded off of this and picked up
another piece of wreckage on which he
remained until picked up. Both he,
Capt. LeBlanc, and First Officer Neu-
trotis are highly praised by the passen-
gers for the assistance they offered in
getting the boats clear and saving pas-
sengers.

Chinese Turkestan, which the de-
spatches of yesterday said Russia was
intriguing to secure, is a country about
as large as British Columbia. It is sepa-
rated from Russian Turkestan by the
Pamirs, that great central mountain knot
of Asia known as "the roof of the
world." There is little probability that
the Czar's government will be allowed
to succeed in such a scheme, for once
the territory of Russia extends beyond
the Pamirs, it will not be long before
Tibet is absorbed.

If you drink brandy try Martell's
Three Star.

SWEDENBORG.

A writer in a recent issue of Harper's
Magazine mentions that Swedenborg
suggested the nebular theory before La-
place gave it out to the world, and the
scientific world began to think about it
and regard it as the explanation of the
existence of the stellar universe in its
present form. This leads us to think
that a reference to this very extra-
ordinary man may not be without inter-
est. Emanuel Swedenborg was born in
Stockholm in 1688, and died in 1772. He
was one of the most remarkable men of
his time. In his childhood he had the
advantage of the example and guidance
of his father, a learned and pious bishop,
and he himself received the best educa-
tion open to men in his country, then as
now the seat of excellent colleges. He
was a fine scholar in Latin, Greek and
Hebrew, and his favorite study was
mathematics. He paid great attention
to natural science and engineering, was
an authority on mining and was the in-
ventor of a method for the transporta-
tion of boats and galleys overland for
use at the siege of Frederickshall. He
was a prolific author. Honors were
showered on him and any line of activity
which he might choose was open to him.
He traveled in all parts of Europe and
was intimate with all the best minds of
the day. After reaching his fortieth
year he engaged in speculations regard-
ing the nature of the Universe, and
from that he passed on to the considera-
tion of the relation of mind to matter,
endeavoring to solve the first by mathe-
matical and the last by anatomical
studies. This period of research occu-
pied several years, but after finding, as
all must, that there is no finality to such
investigations, he surprised his contem-
poraries by claiming to speak under
divine inspiration.

His father had claimed to have inter-
course with angels, and as a boy Sweden-
borg himself was said to talk with them,
but in his fifty-sixth year he declared
that he had a vision in which a spirit ap-
peared to him, saying: "I am God the
Lord, the Creator and Redeemer of the
world. I have chosen thee to uphold the
spiritual sense of the Holy Scripture and
thou shalt write." Shortly after this he re-
signed his official position in connection
with the mines and devoted himself to
the study of the Bible and the Hebrew
language. He produced many books,
the principal being Arcana Celestia, an
8-volume quarto, every word of which
he claimed to have received by direct in-
spiration from the Lord.

His method of life was simple and he
was frequently in trances. He paid no
attention to the distinction between day
and night, working or resting just when
he felt like doing so. His manner was
gentle, and he was beloved by all who
knew him. He claimed to have inter-
course with spirits and to have entered
into an unseen world that he taught sur-
rounds the visible one. His theosophic
system teaches that the essence of God
is love, and His manifestation wisdom.
He claimed that there are two worlds,
one material and the other spiritual, both
governed by the same laws and both
similar in their constitution. All things
originate and end in God; the influences
affecting them are in the spiritual world.
The consummation of human exis-
tence is to become in perfect conjunction
with the material world, the spiritual
world, and with love, which is the es-
sence of God. He taught the divinity of
Christ, but denied the doctrine of the atonement.

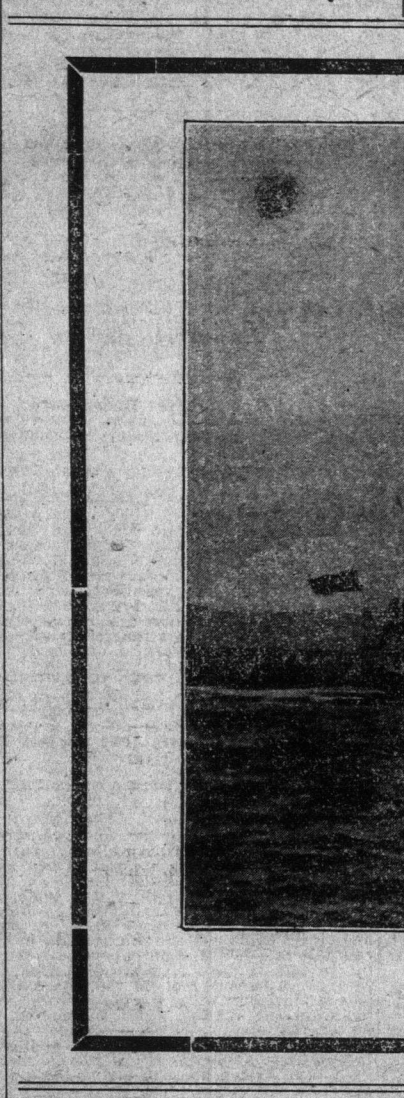
Swedenborg established his Church of
the New Jerusalem in 1757, when he
claimed the last judgment took place.
For some years after his death his doc-
trines had considerable vogue, but the
numerical strength of the church was
never great. There are about 10,000
Swedenborgians in the United Kingdom,
and a somewhat less number in the United
States. There are also congregations
in 40,000 would be an outside esti-
mate of the total number of persons pro-
fessing this faith at the present time. It
must not be inferred that the influence
of this remarkable man and profound
scholar is as narrow as these figures in-
dicate. Stripped of their extravagant
claims, his teachings are worthy of all
respect, and his works are far from being
disregarded by those who are seeking
after light upon the relations of mankind
to the Universe and its Creator.

CHANGES IN BELIEF.

One does not have to be very old to
have seen a great change in the preva-
lence of religious instruction from the
pulpit. It is possible even now by visit-
ing some localities remote from the
stream of progress to hear men discours-
ing on the most blood-curdling themes,
which they conscientiously believe are
religious truths. We recall a sermon on
missions, preached in an educated com-
munity some thirty-five years ago, in
which the preacher admitted that the
work done up to that time in China had
been almost a total failure, but he said
it was the duty of the churches to keep
on sending missionaries until every per-
son in China had had an opportunity of
embracing the Gospel, in order that the
Lord's Prayer be justified in the final
judgment in condemning the race to
eternal punishment. He frankly admit-
ted that he could see no other reason
why the Gospel should be preached to
such a people as the Chinese. If we go
a couple of centuries further back we
find men committing the most awful
atrocities in the name of the religion of
Christ. Such things as this show that
religion takes its external character
from its environment, and we may
reasonably conclude that what is true
of Christianity has been true of every
other religion professed by mankind. The
germ of truth may be present, but the
external manifestations may be comple-
tely at variance with it. When not very
long ago some one unearthed in the ruins
of an ancient city in the Euphrates val-
ley a prayer very closely resembling the
Lord's Prayer, some astonishment was
expressed that so simple a petition to
the Deity, and one recognizing His
fatherhood in such a special way, should
have been used by a people living cen-
turies upon centuries before Christ, and
supposed to be idolaters. A very natu-
ral question was as to what had become
of the cult out of which such a prayer
had come, but in view of the changes

which we have seen in religious matters
during the last few centuries, it ceases
to be a matter of surprise that in the
course of thousands of years mankind
may have drifted far from high ideals of
God and human duty. We do not care to
draw conclusions from fragmentary
data, but we think we see a reason to be-
lieve that the decadence of nations has
been synchronous with their departure
from a simple faith in God and the re-
cognition of His fatherhood.

Changes are in progress now. Millions
of people, who live orderly lives and
consider themselves respectable, do not en-
ter a church from one year's end to an-
other. They will tell you frankly that
they do not find what they want in the
churches, and many of them are earnest
seekers after truth. During the last
year or two many prominent writers
have insisted that the United States is
not a Christian nation, and they have
done so not regretfully, but boastfully.
As is well known, the name of God does
not appear in the Constitution of the
United States, and the effort recently
made to stir public opinion up so as to
create a feeling for a change in this re-
spect was a flat failure. And yet the

New Rabbi's
First Sermon

Rev. Mr. Cohen Preaches His
Inaugural Sermon in the
Synagogue.

Large Attendance of Congre-
gation of Temple Emanu-
el at the Services.

Rabbi Montague N. A. Cohen presided
for the first time at the services held
last evening at Temple Emanuel. There
was a good attendance of the congrega-
tion. The installation sermon was most
impressive, the evident earnestness and
clear enunciation enhancing the effect.
He preached from Isaiah, "How beau-
tiful upon the mountains are the feet
of Him who bringeth good tidings, good
publisheth peace, who bringeth good
tidings of good, who publisheth salva-
tion, who saith unto Zion: Thy God

STEEL SHIP BUILDING.

Nova Scotia Prepared to Grant Bonus
for Establishment.

Halifax, Aug. 16. (Special.)—Hon.
Geo. Murray, premier of Nova Scotia,
has announced that his government will
grant a bonus of \$100,000 to a company
to establish a steel ship yard in Nova
Scotia.
The late J. A. Lammiman of Halifax
has left \$100 to the newspaper "Secular
Thought," of Toronto.

CRISPIN'S BODY.

Palmer, Aug. 16. (Special.)—The remains
of Signor Crispin were privately trans-
ferred to the Capuchin church this morning,
where they will remain until permission
is granted for the interment in the Pan-
theon.

BURGLAR CONFESSES.

Vancouver, Aug. 16. (Special.)—White,
the burglar brought from Seattle, has
confessed to all the petty burglaries com-
mitted several months ago and supposed
to have been done by a gang. Among
the burglaries were Pick's shoe store, J.
W. Bowser's and Geo. Coleman's resi-
dence. He sent the plunder to Seattle
by express and says he lay low in the
daytime and stole at night, and read the
papers next day to see what the police
were doing.

RALSTON CULTURE.

Some Important Facts Connected With
Its Efficiency.

Ralston Physical Culture is not only
the greatest system of hygienic training
ever produced by the skill and scientific
invention of man, it is so powerful in
its effects upon the health that the lead-
ing physicians of America, throughout
the length and breadth of the land, are
prescribing it in place of medicine. Some
of the important facts connected with
its efficiency are here stated in brief
form:
1. Its results will not merely interest
the pupil; they will cause wonderment
that so much good can be done so quick-
ly.
2. The progress will be speedy, clear,
distinct, strong and lasting.
3. The secret of what seems to be
the most puzzling and mysterious im-
provement is found in the amazing pow-
er of vitality which is derived from the
constant shifting of action from one
set of muscles to others in turn, pro-
ducing instead of weariness, a constant
exhilaration and increase of strength.
4. The body works, not like one ma-
chine, but like many, distinctly separated
in their use.
5. This is the only regime by which

S.S. ISLANDER

Salmon Are
Still Plentiful

Canneries Report Immense Num-
bers of Fish Being Taken
By Boats.

Pack of Fraser River Said to
Exceed Half a Million
Cases.

From Our Own Correspondent.
Vancouver, Aug. 16.—The following
telephone messages were received this
morning:

Dismore cannery—"Plenty of fish.
Limit on. One man threw out 50 fish-
ons and got 200."

Phoenix—"Got a lot of fish last night;
limit 300 today. Average 400 to 500."
British American—"Loaded up with
fish; boats coming in with 500, 600 and
700."

Anacortes—"Full of fish here; Straits
full of fish."

It is reported that the Fraser river
pack now exceeds 600,000 cases.

The royal reception committee met last
night. Amount asked for in connec-
tion with the celebration totalled \$3,600,
while the appropriation amounts to but
\$5,600. It appears to be conceded by
the speakers that little hope might be
held out of Provincial or Dominion gov-
ernment aid. It is likely the estimated
expenditures will have to be cut down.
A dinner is estimated to cost \$275. A
dinner is estimated to cost \$275. A
dinner is estimated to cost \$275.

The decoration and illuminations, however,
will necessitate the heaviest outlays.
T. R. Hooper, architect of Victoria, has
presented a bill to the city for \$1,000
for adjudicating upon the plans for the
proposed new fire halls and jails. The
council think the bill excessive, and Mr.
Hamerley, city solicitor, has been asked
to advise on what course to take.

Scarlet fever is reported at English
Bay. The resort is not as healthy as
it should be, owing to the numbers of
dead salmon drifting on the beach. Dr.
Fagan, medical health officer, reports of
ill floating near all the canneries at New
Westminster, and in one case the em-
ployees of a cannery were sent to the
hospital from the canneries into the river.

SAW VICTIM IN VISION.

Strange Explanation by Richard Suppe
of Assault on Chas. Godley.

Richard Suppe, mate of the Danish
bark Sixtus, was brought up in the
provincial police court again yesterday
morning on the charge of assaulting and
wounding Chas. Godley, and the tale he
told was even more peculiar than the
circumstances heretofore given of the
assault. According to Suppe's state-
ment, while he was seated at lunch at
the Hotel Victoria after returning from
the Gorge road, he had a man of the
appearance of Chas. Godley revealed to
him in a vision, and at the same time
he was prompted by some strange
influence to go out and strike
this man with a stone, which he
afterwards did. Leaving the
Victoria hotel he went back to the
Gorge road and waited. He saw a
number of men, women and children
pass, but none of these answered the
vision which came to the sailor, and
it was not until Godley came towards
him that he saw the man of his vision.
He engaged the prospective victim in
conversation, and once or twice while
talking to him, Suppe says he took his
hand which held the stone from be-
neath his coat, but Godley seemed to
pay no attention. At length the op-
portunity came, and he struck the vic-
tim down and stoned him. This strange
statement was made by Suppe through
an interpreter, and he spoke in a sane

perfect appetite is established, perfect
assimilation of food attained, and per-
fect nutrition secured for building up a
new body.
6. The exhilaration produced by the
Ralston Culture attracts the pure ele-
ments of the blood, destroys bad tissue,
creates good flesh.
7. Over-development is due to fat,
not flesh; and Ralston Culture destroys
this fat.
8. Stomach flesh or thinness is due
to lack of nutrition, not in diet, but in
the tissue-growth of the body. See No.
5 above.

9. Ralston Culture differs from work
in that it suffices the body with a plea-
surable excitement, and builds up a vi-
gorous vitality; while work, without re-
laxation, deforms the shape, crooks the
fingers, depresses the chest, and bends
the spine.

10. Ralston Culture adopts the play-
impulse, and yet differs from play in
that it benefits all the functions and
parts of the body without strain or loss;
while play develops certain parts to ex-
cess.

11. New flesh and increased vitality
will throw off maladies that medicines
are unable to overcome.
12. Of all the methods employed, that
known as the Ralston system of Physi-
cal Culture is the first and are the only
perfect and complete hygienic course of
training in existence. It gives special
satisfaction. Schools and colleges are
adopting it. Men and women are seek-
ing it. It is becoming more and more
popular every season, and during the
last year it has advanced materially
in public favor. The exercises are ar-
ranged with great care founded upon
a long series of experiments and tests
and ingeniously suited to the laws of
health.—Com.

AGAINST CARNEGIE.

Objection to Accept His Gift for Li-
brary in Montreal.

Montreal, Aug. 16. (Special.)—At a
meeting of the Federated Trades and
Labor Council last night, Andrew Car-
negie was roundly denounced for his
management of the Homestead strikers
in 1892, and the following resolution was
adopted unanimously:
"That the Federated Trades and La-
bor Council of Montreal is of opinion
that the city council should not under any
circumstances accept the gift of \$150,000
from Mr. Andrew Carnegie, of Home-
stead tragedy fame."

DR. A. W. CHASE'S
CATARRH CURE... 25c.

sent direct to the diseased
parts by the Improved Blower.
Holds the discharges, clears the air
passages, stops droppings in the
throat, and permanently cures
Catarrh and all other Blower
free. All dealers, or Dr. A. W. Chase
Medicine Co., Toronto and Buffalo.

Portland
Business
College

PARK AND WASHINGTON STREETS
PORTLAND, OREGON
A. P. Armstrong, LL. B., Principal

A practical, progressive school, conspicuous
for thorough work, with hundreds of graduates
in positions as bookkeepers and stenographers.
Already proud of a high standing wherever
known, it steadily grows better and better.
Open all the year. Students admitted any time.
Private or class instruction. Learn what you
how we teach, and what it costs. Catalogue free.

Board of Directors
D. P. THOMPSON, PRESIDENT
D. SOLIS COHEN - - DAVID M. DUNNE

Returns of Census

First Official Bulletin Has Been Issued by Department at Ottawa.

In Ten Years Canada's Population Has Increased By Half a Million.

British Columbia, the Territories and Manitoba Show Large Gains.

CENSUS 1901. 5,338,893
CENSUS 1891. 4,833,293
INCREASE. 505,594

Ottawa, Aug. 16.—Today the first official bulletin of the census of 1901 was made public.

The population of the Dominion is placed at 5,338,893, an increase over 1891 of 505,594. This is a gain of 10.46 per cent, as against 11.75 per cent, in the previous ten years.

BY PROVINCES.

Province	1891	1901
British Columbia	85,173	150,000
Manitoba	125,000	221,000
New Brunswick	321,233	321,043
Ontario	1,450,000	1,590,116
Quebec	1,114,321	1,267,978
Prince Edward Island	106,078	108,324
Saskatchewan	65,000	120,000
Alberta	65,000	120,000
Unorganized Ter.	82,108	145,000

The population of the cities of Canada by municipal boundaries is as follows:

City	1891	1901
Montreal	181,181	207,971
Toronto	181,230	207,971
Quebec	181,230	207,971
Halifax	44,154	57,483
Hamilton	45,080	62,550
Winnipeg	45,080	62,550
Calgary	38,495	40,757
St. John	39,179	40,757
London	39,179	40,757
Vancouver	13,700	26,198
Victoria	19,263	26,198
Edmonton	12,753	16,638
Regina	12,753	16,638
Saskatoon	8,776	12,142
Charlottetown	11,373	12,142
Windsor	10,997	11,755
Sydney	8,776	11,755
Moncton	5,185	5,738
Brandon	3,778	5,738

The population by families compared with 1891 is as follows:

Province	1891	1901
Canada	821,643	1,042,759
British Columbia	20,718	39,000
Manitoba	30,730	57,483
New Brunswick	58,492	62,550
Ontario	33,730	39,179
Quebec	14,753	18,495
Prince Edward Is.	18,001	18,495
Saskatchewan	27,495	39,179
Alberta	14,415	29,000
Unorganized Ter.	32,108	75,000

The dwellings are as follows:

Province	1891	1901
Canada	877,086	1,003,944
British Columbia	20,016	38,000
Manitoba	30,730	57,483
New Brunswick	58,492	62,550
Ontario	33,730	39,179
Quebec	14,753	18,495
Prince Edward Is.	18,001	18,495
Saskatchewan	27,495	39,179
Alberta	14,415	29,000
Unorganized Ter.	32,108	75,000

In a few districts the records of the present year are incomplete and the figures for them have been estimated in part. The returns for the extreme northern portions of Quebec and Ontario and for the unorganized territories of Athabasca, Franklin, Keewatin, Mackenzie, Ungava and Yukon have not been received.

Bulletin II will give the population by sex and social conditions. The net result of the census as it affects the representation in the Commons is that Ontario loses 5 seats; Manitoba gains 3; British Columbia gains 2; Prince Edward Island loses 1; Nova Scotia loses 2; New Brunswick loses 1. The Territories gain 2. Quebec, upon whose population the unit of representation is based, remains of course as at present.

Assuming the estimated population to be correct, the unit of 24,938 per member in Quebec would give the representation in the House of Commons as follows:

Province	Members
Ontario	87
Quebec	65
New Brunswick	13
Manitoba	10
British Columbia	8
P. E. I.	4
Saskatchewan	6
Alberta	6
Territories	6
Total	211

A FOOD FOR BRAIN AND MUSCLE
Whether it is brain fog, loss of memory, inability to concentrate the mind or bodily weakness and general debility Dr. Chase's Nerve Food will restore your old time energy, strength and health. Through the blood and nervous system, it reaches every part of the body and overcomes weakness, irregularities and disease.

FIRE AT CUMBERLAND.
Chinatown Destroyed by Blaze Starting in Gambling House.

Nanaimo, Aug. 16.—(Special)—Chinatown in Cumberland was destroyed by fire this afternoon and the larger mercantile buildings were destroyed but most of the stock was saved.

At Extension, where the explosion occurred, an ordinary miners' lamp was found in addition to a Glenny safety lamp. It was found in a hole in the wall of the mine, and it is probable that the explosion was caused by the use of the lamp.

There is a report from Lady Smith that two prospectors, Jones and Walker, have located a six-foot copper ledge three miles from that place. The assay value of the paystack is 20 per cent. copper. Will Hall is also said to have found a rich copper deposit four miles further in.

B. G. Stoddard, for the B. C. Fruit Growers' Association, held a successful meeting this afternoon on methods of handling fruit. He leaves for Vancouver tomorrow morning.

Harsh punitive remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try them they will certainly please.

REPORTS EXAGGERATED.
New Orleans' Damage Not So Serious as at First Feared.

New Orleans, Aug. 16.—The storm has passed and seems to have done no great damage anywhere except along the river below the city, six fatalities occurring near the river mouth. In the city the only injury was to the levee between the city and the section flooded by the break in the canal bank, which was closed before morning. The rice and orange farms on the lower coast were severely injured. A large house was overturned, fifteen people were in it, and Mrs. Rosa Walker, her 10-year-old daughter, Ida Walker, her 10-year-old son, and Miss Ella Cobden were drowned. The crew of the tug boat Blouin sought refuge a few hundred yards away, and three of the sailors, Edna, Davidson and Peter Yea were drowned and the boat lost.

All disorders caused by a bilious state of the system can be cured by using Carter's Little Liver Pills. No pain, no griping or discomfort attending their use. Try them.

Boastful Wadersee

Makes Speeches on Chinese Campaign That Call For Sharp Reproof.

Claims Diplomatic Triumphs and Magnifies Extent of His Work.

References That Are Supposed to Be Aimed Against Great Britain.

Berlin, Aug. 17.—Since the funeral of the Dowager Empress Frederick this has been Field Marshal Count von Wadersee's week. Immediately after the interment of the remains of the Empress a chorus of criticisms of von Wadersee broke forth in the press, owing to his speech at Hanover. Papers of the most different shades are weary of von Wadersee's talk, which is not only regarded in bad taste in the allusion to other nations, whose "names pale in China," but as magnifying the Chinese campaign far beyond its actual importance.

It is a curious fact that many papers are discussing which nation von Wadersee meant as the one whose name paled. They agree that it could only have been Great Britain. Indeed the reference is regarded as being so direct as to be impolitic. The Anglophobe papers, however, rejoice that von Wadersee expressed himself frankly. Even these papers advise him to "speak briefly if not at all."

One of the most interesting inferences drawn from Wadersee's speeches is that he hopes to become Count von Bulow's successor as chancellor. This is widely believed, but anyone who saw how bent and weary von Wadersee looked in the funeral procession cannot credit the story. One of the sharpest criticisms of von Wadersee comes from the Cologne Volks Zeitung, a leading central organ much respected by Dr. von Miquel, the former minister, and refers to him as "playing the role of secret Generalissimo (Anti-Chancellor)." The paper asks whether von Bulow regards it as Germany's interest that von Wadersee should make such speeches, adding: "If things go on in this manner it will be impossible to maintain Germany's policy at all. It is a zig-zag course, bad enough in international politics much more most many cooks spoil the broth in diplomatic affairs. The article closes sharply as follows: 'Either the nation will have to accept the chancellorship of von Wadersee or he must stop talking.' The Hamburger Nachrichten (National Liberal), disposes of von Wadersee rather savagely. It says: 'His Hanover speech by no means shows his fitness for chancellorship. It is unstatesmanlike for him to boast of diplomatic achievements in China in a form directly wounding to other nations.'

Miners Will Resume Work
But Mr. Robins Does Not Promise That It Will Be For Long.

Oil Question Will Have Serious Effect on the Coal Industry.

From Our Own Correspondent.
Nanaimo, Aug. 17.—The decision of the New Vancouver Coal Company to resume work in the mines on Monday morning, does not preclude any long continuation of the work. Superintendent S. M. Robins still looks upon the situation with some apprehension. The decision to commence work again was arrived at late last night. It was taken upon the ground of the arrival of the Titania this afternoon, which is to load coal for San Francisco, and the report that the San Mateo was to arrive tomorrow.

Mr. S. M. Robins cannot say for what length of time the mines will be kept open. He expects however to be mining all winter.

The settlement of the strike in San Francisco would, he expects, enable the company to commence active work again but it would be with a reduction in the price of coal.

His visit to San Francisco has impressed upon Mr. Robins the fact that the oil of California is going to seriously affect the coal industry. In this connection he states that in conversation with the head of one of the great industries in San Francisco the following facts were stated. One year ago the firm made the necessary alterations in its boilers and introduced oil as fuel. A year's contract was then made for 60,000 barrels of oil. The contract price was \$14.25 a barrel, delivered at the works. Recently the contract was renewed at the reduced price of 67 cents a barrel, or a saving to the company of \$45,000.

The mines at Extension will commence work again on Monday morning. It is not known how long they will continue to run as only temporary work is promised.

PATALLITIES.
Fireman of Friday's Train Collision Is Dead.

Campbellton, N. B., Aug. 17.—(Special)—Peter Stevens, the fireman of the express train which collided at Assomango, died this morning from his injuries. He was 27 years old and married only one month.

Winnipeg, Aug. 17.—(Special)—Mary Retel, the nine-year-old daughter of Carl Retel, was fatally burned in a tenement fire on Higgins street today.

Miss Sara Bennett, principal of Alexandra school, is dead.

BACK TO CHURCH.
Parson Finds He Prefers It to Law Practice.

Toronto, Aug. 17.—(Special)—Rev. D. C. Hosmer, who was formerly a lawyer and pastor of Parkdale Presbyterian church and resigned to go into law, in which he had previously practiced, has now returned to the church, becoming pastor of Deer Park Presbyterian church.

TRUMPANT SAILORS.
Winners of Canada Cup Get Warm Welcome in Toronto.

Toronto, Aug. 16.—(Special)—Commander Gooderham and Skipper Jarvis got a warm welcome from the citizens on their return from the officers on the Y. M. C. Club and a public reception at night.

Will Run To Canada

New Fast Atlantic Steamers Will Have Port at Sydney or Halifax.

Gigantic Scheme to Catch Travel From Dominion and United States.

Oil Will Be Used For Fuel Instead of Coal—Strong Support.

London, Aug. 16.—S. G. Fraser, the Dublin engineer who has prepared plans for the new harbor at Berehaven, Bantry Bay, Ireland, in connection with the proposed steamship line which is to have steamers capable of crossing the Atlantic in four and a half days, informed a representative of the Associated Press today that the line will consist of six large steamers, four for the New York and two for the Canadian trade. It is the intention to burn Texas oil. The Canadian port will be Sydney or Halifax.

By building 65 miles of railroad and connecting Berehaven with all the Welsh lines the new company will be able to take passengers and mails from Berehaven to London in twelve hours, thus landing passengers in New York and London in five days. The English port will be Liverpool or Southampton until the new works at Dover are completed.

Austin Chamberlain, Gerald Balfour and George Wyndham, respectively the financial secretary to the treasury, the president of the Board of Trade and chief secretary for Ireland, besides Lord James of Hereford, chancellor of the Duchy of Lancaster, actively supported the bill.

Mr. Fraser says much American capital is interested in the scheme.

GRANBY SMELTER.
Good Progress Being Made in Enlarging the Plant.

Grand Forks, Aug. 16.—(Special)—Good progress in the work of enlarging the Granby smelter is being made. The boiler troubles in the United States, however, have delayed the completion of some of the machinery. One carload of electrical machinery has been received and two additional carloads with other machinery is expected before Saturday. The power house is being enlarged, and the estimated foundation have been completed. The power plant will be increased by a 250 horse power horizontal turbine water wheel and a 250 horse power electric generator directly connected with the water wheel. The total output of 850 horse power developed for the use of the smelter. This is exclusive of the 250 horse power developed for the use of Grand Forks, the total power thus developed on the Kettle river being 1,000 horse power. There will also be added an additional triple power pump, which will supply an additional 750,000 gallons of water daily for granulating the slag, and for the water-jackets.

The enlargement of the furnace building is progressing well. It will contain two furnaces making the total capacity 1,300 tons daily. The new No. 5 gyratory crusher in the sampling works will increase the crushing capacity 1,000 tons daily.

The converter building now being erected will be a steel fire-proof structure 190x38 feet, and will contain two stands of converters making the total capacity 1,300 tons daily. The shells will be of 12 inches in diameter by 100 inches in length. Each stand will have three extra shafts. This building will contain a forty-ton electric traveling crane for handling the shells and matte; in another portion of the building will be a twenty-ton reverberatory tilting furnace. The converters as well as the tilting furnace will also be operated by hydraulic power. Near by the converter building will be the engine room, in which will be located the blowing engine for blowing the converters, also the hydraulic power for operating the pressure to operate the various machines in the converter building. The blowing engine will be run by a belt from a 20-horse power alternating motor. It is of the power type, has an air cylinder 36 inches and has a special unloading device attached so that when the pressure reaches a maximum of 12 pounds, the valves are so arranged that they remain open and no power is consumed when the converter is not using air. This unloading device was especially designed for this purpose, and has never been used on any low pressure blowing engine used for converter purposes.

INDIA'S GOOD SHOWING.
Gold Standard Has Brought About More Favorable Conditions.

London, Aug. 16.—Lord George Hamilton, Indian commissioner, in the House of Commons today, presented the financial statement for India. He said that in spite of three years of famine and acute depression in the three agricultural staples, tea, indigo and cotton, he was able to present the most favorable balance sheet since India came under the crown.

The relief expenditure for three years made a total of £15,000,000 sterling, but the same period showed a surplus of £17,000.

The season's rains though below normal, had been sufficient for agricultural purposes. The crop outlook was fair, and there was no prospect of material reduction in the relief expenditure.

The results of the gold standard policy had more than realized the government's expectations.

Lord George concluded with approval of the administration of Lord Curzon of Kedleston as governor-general of India.

ADMITTED TO BAIL.
Colistro Appeals Against Sentence of Imprisonment.

Roseland, Aug. 16.—An appeal was taken today in the case of Joseph Colistro, the Italian miner, sentenced to two months' imprisonment for stealing a non-union miner of the Northport smelter. Prisoner was liberated in \$1,100 bail.

Mr. Abe Lincoln mth on Deer Park, overlooking this city, will resume operations at once. The property has a promising showing, but has been closed down for two years because of a depleted treasury. This has been remedied and operations will be commenced with a view to demonstrating the merit of the proposition.

ON MAGNETIC HEALING.
Much is spoken and written during of treating disease. The most truly remarkable case of magnetic healing, which have come under the notice of the writers have been those in which Dr. Chase's Ointment was used. This preparation seems to have a magnetic power in stopping the dreadful itching, burning sensations of self-rheum and eczema, and when used regularly makes the cure thorough and permanent.

Will Botha Surrender?

London Sun Says Concentration of His Forces Does Not Mean Fight.

But That Boer Commandant Has Agreed to Lay Down His Arms.

Draft of Constitution For Government of Annexed Territory Prepared.

London, Aug. 17.—The Sun says today that it hears that the concentration of General Botha's forces at Hondevont on the borders of Zululand, announced in a despatch, does not forebode a fight with Botha, but his surrender in pursuance with an understanding reached between General Botha and General Kitchener.

The Sun adds that the government is so satisfied that the war is virtually over, that Lord Milner now on his way back to South Africa, has in his pocket the draft of a complete constitution and plans for the future government of the annexed territory.

STRIKING TRACKMEN.
President Wilson Takes No Notice of Request to Leave Montreal.

Montreal, Aug. 17.—(Special)—Considerable interest in C. P. R. trackmen's strike circles was created today by the announcement that one of the strike committees is about to be disciplined for tampering with the management of the C. P. R. President Wilson, of the Trackmen's union is still in the city, and has taken no notice of the request made by the committee to leave the city within 24 hours.

Matters don't look so favorable for a settlement as they did a couple of days ago. Wilson claims the men have money enough to continue the strike indefinitely, but on the other hand it is said that some of the committees are weakening.

Winnipeg, Aug. 17.—(Special)—The C. P. R. secured an order to issue writs under the overhanging tenants act to obtain possession of all section houses of electrical men on the Fort Wayne street, the striking foremen. The sheriff will immediately take possession.

DISAPPEARED.
Cashier of Big Packing House New York Branch Missing.

New York, Aug. 17.—J. T. Hayden, secretary of the branch in this city of Swift & Co., the Chicago packers, has been missing since Wednesday last. John Chaplin, the auditor of the company, is here from Chicago, examining Hayden's books. It is said the packers are badly mixed and that he is a large defaulter.

Harvesters Are Angry
New Arrivals in Manitoba Find Labor Market at Present Overstocked.

Officials Claim That the Coming Week Will Find Employment for All.

From Our Own Correspondent.
Winnipeg, Aug. 17.—A demonstration occurred at the city hall and C. P. R. depot this forenoon, when crowds of angry and hungry men gathered around and demanded "bread or work." They were harvesters lately arrived from the East, many of whom had been out along the main line of the C. P. R. and returning, having found the labor market filled to overflowing. They had come with expectations of big pay and light work on binder or such like, and now found themselves out of work and with no money to eat.

The wrath of the mob burned fiercely against the railways and local government officials for having, as they said, deceived honest men by glowing representations and big promises. After receiving all the satisfaction they could at the city hall, an adjournment was made to the C. P. R. where a similar scene took place.

In order to pacify the mob and to show them that there was a misunderstanding, the railway officials, as they were hastily despatched to Mr. Hugg McKellar, agriculture department, who gathered up the letters received by him from the men, and he went back to the depot. He there addressed the crowd and read the letter to show them that the railway was not to be made. He thought there was work on the branch lines, if they would go out and look for it, and finally succeeded in getting the crowd cooled off.

It is claimed by the government that the busy season will not start until next week, and that after that every man now in the country will be needed.

Harvest weather continued until today, when rain fell. It was one of the hottest days of the year.

SCARED THE BURGLAR.
Mrs. Whyte, of Winnipeg, Has Unpleasant Midnight Experience.

Winnipeg, Aug. 17.—(Special)—Mrs. Whyte, wife of General Manager Whyte of the C. P. R., was aroused in the middle of the night by a burglar in her bedroom. She called out, and a man entered from the hall, who naturally became very much alarmed and screamed lustily. Her screams scared the burglar, who, after getting out, jumped over the fence and ran away.

Mrs. Whyte's jewel box, which he had in his possession. He, however, took a valuable diamond pin, which was in a plain box, and left all the booty he secured.

Mr. Whyte left Yokohama today for Victoria, returning from his trip around the world.

LOCAL MANUFACTURER SUMMONED
Because of His Refusal to Buy a Book.

A well known local manufacturer yesterday received a summons, and thereby hangs a tale which will be read with interest by those who have been visited by the book agent at whose instance the summons has been issued, because the manufacturer refused to buy his "Champion Checker, and Million Maker." During the barmy days the book agent has been busy in the community, and his "History and Successful Ending of the Transvaal War" and other works have been thrust under many noses, but it is doubtful if any of the titles of book-agents has been as persistent as this book agent who has been urging upon unwilling clients, a book, the contents of which are supposed to be the real medicine for all the ills of the mistake-making book manufacturer. So arranged, says the agent, to trip up at the outset any errors that may be made in the carrying out, and subsequent posting, of the 22nd of August, a special American work, during his route in devoting all with whom he came in contact, one day last week rushed into the warehouse of a well known manufacturer in this city, and found him engaged in showing his goods, and using to its full extent, his persuasive eloquence on a prospective buyer—and what follows is how the book agent proceeded. He started at hearing himself so gruffly addressed—and needless to mention exceedingly ruffled at being interrupted in his quiet little game—turned round and saw a man, (of late he has included all book agents under this category) and informed him that he was busy just in the meantime, and really had no time to give him the time he wanted. "Oh, that's all right," exclaimed the book agent, without giving the manufacturer time to finish his sentence. "I'll keep you a minute, you will never have another chance, it is one in a lifetime, there are millions in it for you, you must have one. Every wholesaler in this province has one. Let me show you the book."

"No sir," exclaimed the manager, much irritated by this time, and having almost entirely lost the thread of the story by which he had almost persuaded his customer into buying, "Can't you see that I am busy, I have not time to give you today."

"Can I see your book-keeper then, answered the Book Agent, quite unperturbed by our manager's blank refusal to leave his customer. Yes you can go and see anybody," said the manager, "only don't stay here."

Going into the office, the book-keeper was forced to entertain the agent, but not being at liberty to adopt a new system of book-keeping, without first gaining the consent of his manager, he was asked, "When will your manager be at liberty, so that I can explain the merits of my 'Champion Checker, and Million Maker.'" My dear sir, said the book-keeper, my manager is very busy man, but as we don't work on Saturday afternoons I should advise you to come then, say 2 o'clock. Little did the book-keeper think that he was ever to behold the agent again, but he did. Saturday afternoon found the agent hanging around the premises, primed with all the charms that experience had taught him were necessary, to bring the prey under his influence, and the interview which then took place was as follows:

"Good afternoon Sir," said the agent. "Hope you made a big sale the other day when I was down here? You have a splendid line of goods, that ought to sell on sight. There is nothing like this in the East. Why don't you go East. With my champion checker, and your goods, there are millions in it for you. Let me show you the book, 'The Champion Checker, and Million Maker.' I can assure you, you shall wear diamonds if you will only become the possessor of one. A very little cost you \$5.00, and into the bargain, I shall show the book-keeper how the thing works. Easy? Well I should say so. Only as easy like it, and it and the author were drowned at Galveston during the floods."

A few sheets of paper, on which were written a few figures, were then spread out on the office desk, and after some manipulation, these figures were made to tally by aid of the check system.

Tally that looks all right, said the manager, and very simple indeed. How could the system appear to these figures. He handed the agent a few figures on a sheet of paper, the figures being jotted down at random.

"That's easy," said the agent, and he started at the figures a few minutes in silence, and then walked to the office door, and asked for a drink. "That is a trick," he said. "I have explained my system to you now, and I shall make you pay \$5.00."

"Show the book-keeper how the system applies to the figures I gave you," said the manager.

"Oh," replied the agent, "this is an exception to my rule. Oh, yes, I forgot to tell you my rule divide this number by 98, and this one by 57, and this one by 15, add it up, and multiply the result by six, and there, behold you have the figures all corresponding."

My dear Mr. Agent said the manager, as far as I am able to judge, I don't like your system, and I don't like to pay you five dollars for your book. As for what you have taught me, I shall never permit my book-keeper to use the knowledge in books. I shall, however, try your system again with a few more figures. There, and he gave a few more figures to the agent.

I have not another moment to wait, replied the manager, good day to you sir.

What you refuse to buy my book, exclaimed the agent. I will see about that. If you don't pay me \$5.00 today, you will have to pay \$50 on Monday and \$500 on Wednesday. The agent then returned, and finding the manager absent, he said to the book-keeper, "I have brought the book-keeper, and you have to buy it, or I will sue you."

Oh clear out, said the book-keeper, can't you see I am busy this morning. Resides your checker is no checker at all.

"Well I touch you with the book," said the agent, "and you have to take it," and snatching his words to the action, the book-keeper received a smart slap on the back with the book.

The book-keeper retaliated with his cash book on the neck of the agent, who was by reason of the impetus given, sent flying out of the office. The agent after having considerable trouble in putting distance between himself and the book-keeper shouted out, "It will be

The Troublous Book Agent