POSTAGE PAID

The Semi-Weekly Colonist.

VOL. XLV., NO. 93. VICTORIA, B. C., FRIDAY, OCTOBER 30, 1903. FORTY-FIFTH YEAR

Mainland Happenings

Transferring Rolling Stock to The Logging Line Up The Capilano.

Public Bodies Discussing Needs of a Dredger For The Fraser River.

Vancouver Retail Grocers Form Association For Mutual Protection.

From Our Own Correspondent.

Vancouver, B. C., Oct. 28.—Mr. C. W. McCaim, contractor, has finished transferring the railway and rolling stock used by McLean Brothers in their dyking operations to the Capilano, for the Robert McNair Company. The railway is twenty miles long, but it is not thought that all of it will be used. Several miles, however, will be laid for the purpose of bringing logs down the mountain side, as well as shingle bolts. Mr. McNair first thought that he would lay down the rails only and arrange some other means of transportation, but he found that he could purchase the present railway, rolling stock and all for the same price as he could get the new rails for. The grade of the new railway will be an easy one to manage, as the train will be worked by air brakes. The engine is a very old one but in an excellent state of repair. Its has a history worth recording. It was doing business when Brigham Young was at the zenith of his power, and no doubt hauled the train on which this much-married man had been a passenger. It was subsequently purchased by the Columbia & Western railway, and was No. 1 engine on the road. When it was afterwards purchased by McLean Brothers it was still known as "No. 1," and did splendid service through all their dyking operations, and the venerable old "No. 1" will no doubt die in harness, climbing and descending mountains, carrying the enormous logs from far up the mountain side to deep water.

The Maritime Province Association in Vancouver now number 300 strong, and all are charter members. The charter will be closed November 23rd.

A committee appointed by the new athletic association to raise funds for the new gymnasium, were out canvassing today.

Provincial Fruit Inspector Cunningham has returned from the Okanagan Valley. He says the year has been disastrous to hay and grain farming, but the fruit situation is very promising, and he believed that the country, from Sicamous to Penticton, will soon be one vast orchard.

Mr. Carter, of Victoria, is here for the purpose of organizing a Sunday school union. A public meeting of Sunday school workers was held last night at the First Baptist church, when it was decided to form an association. Officers will be elected next Tuesday.

H. Wall, a mason, who is claimed to be the greatest living expert at billiards, will be a passenger on the steamship Aorangi, to arrive here on Thursday night.

There was a very large meeting at the Board of Trade rooms last night for the purpose of discussing the dredge question. Mr. Curtis was the first speaker. After stating that the people out here were too slow and the Americans were stealing our salmon at Point Roberts, our trade in the Kootenays and our mines across from Spokane, he said he regretted to state that Mr. Keefer, the Dominion government engineer, had told him that it would be impossible to get the King Edward here in time to dredge the Annieville bar for the ship which desired to come up the Fraser. Thus, it would go abroad that a ship drawing 22 feet of water could not make the Fraser when gunboats came up the river in 1862 without a pilot. (These, however, drew very little water.) The reeves of Burnaby, Coquitlam and Chilliwack spoke to the question, also Mr. James C. Brown, president of the New Westminster Liberal Association. A resolution was passed that the meeting endorse the memorial bearing upon this subject, sent to Ottawa by the Board of Trade.

J. K. Osborne, the well-known oarsman, is visiting Vancouver. He was originally one of the Winnipeg four who won the championship of America in 1895.

Mr. Andrew Dairon and Miss Mildred Hatch were united in marriage yesterday in St. Andrew's church.

Miss Dillibough, daughter of ex-Sergeant Dillibough, and Mr. Gordon Stewart Cook were married yesterday, the Rev. R. J. Wilson officiating.

The following was the resolution passed by the Retail Grocers' Association, organized on Tuesday night: "In order to obliterate trust and inspire confidence among the members of the trade, to correct excessive and unmercantile competition, to remove by concert of action such evils and customs as are against good policy and good business principles, whether it be by cutting prices, selling by the wholesale houses at retail, improper house-to-house peddling, the distribution and consumption of adulterated and unwholesome goods, the use of fictitious labels, the use of whatever the evil may be to obtain the results which experience has proved are not obtainable by individual or private effort and to influence legislation towards the better protection of capital, to assist our members in collecting delinquent debts, to protect them against fraudulent customers, and to encourage the observation of the Sabbath and all legal holidays; for these reasons we hereby organize ourselves into an association called the Vancouver Grocers' Association."

Detectives Harris and Mulhern, who captured the young absconder, Leonard, who embezzled $10,000 from his employers at Orange, N. J., have received instructions from the Pinkerton people to send on the $9,250 to them found on the prisoner, less $500, which they might keep for themselves. The detectives received congratulations from the Pinkertons, the police committee and their fellow police officers.

Last night the police committee held an investigation into the mysterious disappearance of $20.60 from the police court. The money was seized in a Chinese gambling joint.

A correspondent writes that there are now twenty-four Crown granted properties in the Carpenter Creek district, and many of them very promising. The McAllister group and the Black Grouse group are both being operated by strong companies and appear to be paying from the start.

The expressmen have been obliged to change their stands. One stand will be located in future on the north side of Hastings street, west of Granville street, to Howe, and another stand on Columbia avenue, between Cordova and Hastings street.

Grassie & Company, of Vancouver, are exhibiting a watch four hundred years old, which has been in the Wezzler family for 300 years, and was exhibited at the World's Fair.

William Erickson has purchased the southerly of the two Vermilyea blocks on Granville street, and will fit it up for occupation.

The reading room of the Carnegie library is at last opened to the public, but the building has not been formally opened. The staff are now at work compiling a new catalogue.

Tom Myers, who stole thirteen nets and took them into United States' territory, has been committed for trial at Whatcom for bringing stolen goods into the United States.

The North Vancouver municipality is to build an entirely new bridge over the Capilano, also over Seymour Creek.

Mrs. C. G. Henshaw is to make arrangements for the publication of her work on the flora of the Rockies. Mrs. Henshaw left for the East yesterday.

Mr. R. G. MacPherson, M. P., is on his way to Vancouver.

Mr. W. Murray, manager of the local branch of the Canadian Bank of Commerce, returned home last night after an extended holiday in the East.

Mr. A. St. G. Hamersley, city solicitor, has given the council written advice on the Dupont street question. He writes that the course to adopt is to give three months' notice to the owners and agents of houses under suspicion that they must rent them for other purposes, or suffer penalties provided for in the act governing such cases. The council is determined to move the inmates of these houses off the street.

Reads Lecture To Japanese

Russian Paper Under Censorship Points Out Japanese Failures.

Large Quantities of Coal Again Purchased In England For Far East.

St. Petersburg, Oct. 28.—A despatch from Port Arthur says the Onovykrai, a newspaper edited by a member of Viceroy Alexiff's staff, after reiterating the assertion that the Russian troops will remain in Manchuria until Far Eastern affairs are settled in accordance with Russian views, proceeds to outspokenly lecture the Japanese, necessarily with the approval of the Russian censorship. "Now," says the Novykrai, "is precisely the proper moment for Russia to establish a political equilibrium in the East. The Japanese have failed in Formosa because they do not understand how to colonize. The efforts of the Japanese to obtain settlements in Korea, having their own jurisdiction, would lead to the subjection of the Koreans and impair the sovereignty of Korea. Japan has not yet attained the status of a European state and cannot be entrusted with the rights of the European pioneers of civilization on the continent. All that can be tolerated is the immigration of Japanese into Korea under control."

Berlin, Oct. 28.—Referring to a statement published in the United States, the Lokal Anzeiger this morning denies that Germany has concluded a new treaty with Great Britain, or that she has modified her policy with regard to Manchuria.

According to the Hamburg Nachrichten, the steamer Batavia, the largest freighter of the Hamburg American line will go to England where she will load 10,000 tons of coal and proceed for East Asia. The coal is for the use of the Russian government.

GUILTY OF MANSLAUGHTER.

Lad Held for Companion's Death—The Gurney Boycott Case.

Toronto, Oct. 27.—The grand jury today brought in a verdict of manslaughter against Alfred Kinneard, charged with the death of Willie Glass. The two lads were employed in the Davies Company's packing house, where Kinneard threw a carving knife wounding Glass, which later resulted in his death.

In the suit of the Gurney Foundry Company vs. McGlashlan and twelve other labor leaders at St. Catherines, Judge Meredith today granted an injunction until September next restraining defendants from threatening plaintiff's agents, customers and circulating defamatory statements.

BROTHERS HELD FOR SISTERS DEATH

Family Row Leads to Arrest of Three to Answer to Supposed Murder.

Allentown, Pa., Oct. 28.—Thomas, Charles and John Bechtel, the brothers of the missing Mabel Bechtel, are being held at the police station with Alfred Eckstein as witnesses in the case. Chief Eastman and Policeman Whitehead and Jacobs made another search of the Bechtel house today and found blood stains on the floor and wall of the second story front bedroom and a blood-stained lathing hammer hid in the garret.

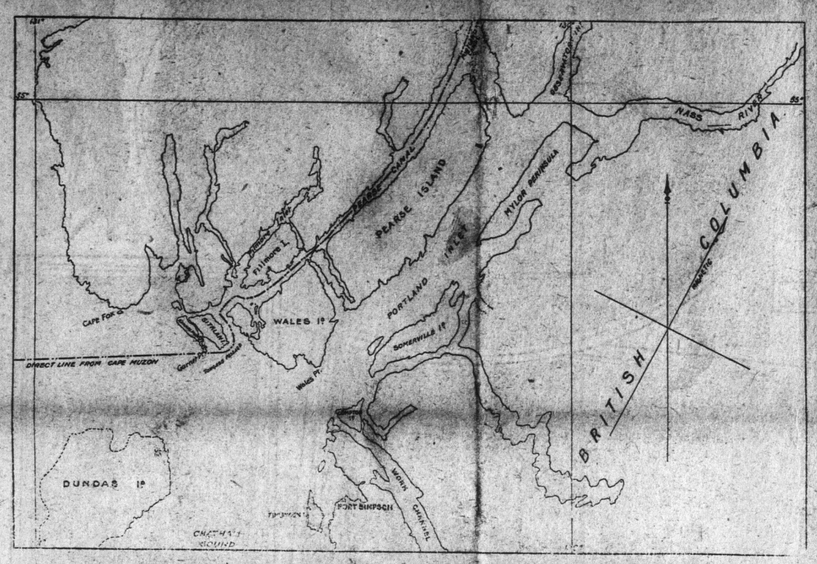
The belief is that a family row occurred at the Bechtel home in which one or all the brothers figured, and that one or more of them are implicated in the murder of the girl.

Mrs. Bechtel's story that she heard dogs barking, saw a team in the rear alley and two men carrying an object into an adjoining yard early on Tuesday morning is not credited. Neither do the police believe that Miss Bechtel was away from home on Monday. Cabmen, liverymen and resorts for miles around have been visited by the police, but no information has been secured, neither had Miss Bechtel been seen.

AMALGAMATED COPPER.

Lawson Will Pay Heinze $14,000,000 If Value is Proved by Arbitration.

Boston, Oct. 28.—In a communication addressed to Edward Long, president of the Butte Miners' Union, Thomas W. Lawson today made a reply to the statements of F. August Heinze with reference to an offer of Mr. Lawson to buy Mr. Heinze's copper properties in Montana. Mr. Lawson cites four occasions upon which he says Mr. Heinze negotiated with him concerning the purchase of Mr. Heinze's copper properties at Butte, Montana. Mr. Lawson says also: "If Mr. Heinze can prove to a board of arbitration that he could have sold his properties for $14,000,000, or even $10,000,000, I will raise my offer to $10,000,000, $12,000,000, or $14,000,000."



Map of Portland Canal Showing Location of Boundary Line.

LOCAL SAVANTS' VIEWS OF ALASKA BOUNDARY

R. E. Gosnell Throws More Light on the Alaskan Award Showing Strategic Importance of Pearse and Wales Islands Ceded to Canada.

In order to make perfectly clear certain points not very fully gone into in his previous interview with the Colonist, Mr. R. E. Gosnell, of the bureau of provincial information, has favored the Colonist with another interview, which will be found quite as fascinatingly interesting as his former one. Mr. Gosnell makes special reference on this occasion to the peculiar geographical situation of the two islands, now famous, but formerly unknown to the vast majority of the British and American peoples. He also points out the position of Lord Alverstone as lord chief justice of England, and the great improbability of any "influence" being brought to bear from any source upon him.

Mr. Gosnell spoke as follows:

So many persons have expressed a wish that I might write something more on the subject of the Alaska boundary question, that that must be my apology for again intruding my views on your readers' attention.

In preparing what appeared in your Saturday's issue I did not have time to consult the admiralty charts in the lands and works office in order to ascertain the exact position of the two islands which have gone to the United States. I simply took the new issue of the large map of the province, and upon that my remarks were based. Upon examining the admiralty charts, however, and making measurements, I came to conclusions confirmed by the timely letter of Mr. Lugrin in the Times, the importance of which was enhanced by the fact that much of the information was supplied by Captain Walbran.

Without the physical data which were before the commission, as to the nature and navigability of Tongass passage between the two islands and the American mainland, no one can safely express an opinion as to the judgment rendered. This much, however, is evident, that the channel through which the boundary line is drawn is the main channel and marks a natural division. The shortest distance between the island of Wales and that of Sitklat is three-quarters of a mile, while the shortest width between Sitklan and the American mainland is one-quarter of a mile, and the relative widths are maintained throughout. On the admiralty charts the entrance to the latter is marked by many rocky islets; and in the pilot books, though the information regarding it is limited, navigation is referred to as dangerous and inadequate.

It is doubtless an open question still which way the boundary line might have gone. In other words, there is room for an honest difference of opinion, but in declaring for the larger and more navigable channel, Lord Alverston was unquestionably acting within the limits of a sound judgment. The final verdict will, in all probability, be that he was not only judicious, but judicial, in adopting the course he did.

As to the strategic value of Sitklan and Kannaghunut, it would be utter presumption for a layman like myself to express opinions, which should alone come from military and naval experts as authoritative. Speaking as a layman, however, I do not attach particular importance to those islands, nor do I believe, will those who are qualified to speak on the subject. So far as Port Simpson is concerned, Wales island commands the situation; and if the United States government wants a "Gibraltar" up there, which is wholly unlikely, they have Point Fox in territory about which there was no dispute, to control the entrance to Dixon channel. In case of war, the situation in that particular part of the world depends not upon fortifications so much as upon the strength of the fleets that could be mustered there. In such a contingency as war I fear that the United States would concentrate its strength on more vulnerable points than Port Simpson, which if completely blown away could not affect the final result at all.

To tell the honest truth, a careful study of the question, so far as it affects Portland canal, leads one to the firm opinion that Canada instead of mourning over a defeat, has scored a decided victory, and has every reason to congratulate herself on the result. There has not been, in my opinion, the sacrifice of a single foot of territory by the British commissioner to placate the United States or for any other reason, and any sentiment in Canada based on that belief is absolutely unfounded. Canada has gained two large and very important islands as the net result and lost nothing she was entitled to.

As a native-born Canadian, I would have been delighted to have seen Canada win the whole of her contention, if that were fairly possible; but I do not regard it as incumbent upon a Canadian because he is a Canadian to deplore the loss of territory to which his country was not legally entitled; or to defend by inuendo claims which were indefensible. I have stated that I do not think, historically considered, the claims of Canada in respect to the strip of territory north of the 56th parallel were at all strong. The Canadian commissioners themselves did not appear to attach anything like the same importance to that as to the portion of the decision affecting Portland canal. As a matter of fact, in the former our success depended wholly upon a technical interpretation of the language of the treaty. There is not a map in existence, so far as I know, drawn since the date of the convention up to the time the commissioners were—preparatory to arbitration—appointed to delimitate the territory, which favors the Canadian contention. On the contrary, every map—British, Russian, American, Canadian, British Columbian and Hudson's Bay Company, including those submitted by the Canadian government at the arbitration—practically sustains the United States' claim in that regard. It is true that map-makers are not the legal expositors of treaty provisions; but the fact that for seventy years their interpretation was accepted without protest and was recognized in official maps is significant. It is at least proof that Great Britain, long before the Dominion of Canada had an existence, acknowledged Russia's right to the territory so defined; and the rigts Russia possessed the United States succeeded to by purchase.

Certainly Canada was entitled to win on a technicality if she could; she was entitled to all the advantage to be obtained by the application of the usual international significance of such terms in the treaty as "sea," "coast," "shore," and ocean; but these terms in this instance had to be construed along with the whole of the context and the evident intent of the framers of the treaty. The line had to follow, it must be borne in mind, the "sinuosities" of the coast, not the general contour. In order to arrive at the real merits of the question, it is necessary to determine what was the original intention as far as that is possible, from the conditions and circumstances surrounding the making of the treaty, and from what was subsequently for a long period recognized without dispute or protest. I am not posing as an authority. I do not say I am right; but for reasons pointed out in a previous issue of the Colonist, I have no doubt as to what the original intention was or as to the extent of territory the Russians stipulated for and what they believed they got. From my point of view the whole of the evidence of the award being fair and just is so strong as to deter us from judging hastily or harshly in advance of the full details being published.

The feeling that at present exists in Canada in regard to the award has been accentuated, if not largely created, by two things: One, the composition of the tribunal in the first place; and the other by the general impression that in the past in treaty relations Canadian interests have been sacrificed in the interests of Great Britain. I submit that these considerations, however potent in themselves, should not in the present instance affect our judgment if the award can per se be defended on the principles of right and justice. It is manifestly unfair and unmanly for the people of Canada on mere suspicion to impugn the motives of a jurist of such recognized ability and high standing as Lord Alverston whose position and wealth are alone sufficient to place him absolutely beyond the suggestions of collusion with the home government on the one hand or temptation from abroad on the other, even if such things were conceivable.

A great deal is being said, and perhaps not without some justification, of the policy pursued by Great Britain in respect to the Maine, Northwest and Oregon boundaries. But even in respect to these misapprehension is common. The southern boundary lines of Canada were based on a series of old treaties beginning with 1782, in which there was a sacrifice of much territory that, had it not been for the uncalled for generosity and shortsightedness of Great Britain at the time, would have doubtless formed part of the Dominion of Canada, or some other similar political aggregation today. It must be remembered, however, that these treaties were made at a time when the territory affected was practically a terra incognita, not only unknown, but its future value without possibility of appreciation; and we can scarcely blame British statesmen for not being wiser than they knew. Some of these treaties, too, were negotiated by the weakest and most incompetent administrations Great Britain ever had who were no more comparable with present administrations than are our governments in Canada today with those of Family Compact fame.

Moreover, it is well to remember the treaties complained of did not sacrifice the interests of the Dominion of Canada, but of Great Britain, because Canada as such did not exist. Canada of those days was comprised of the dependent, non-responsible, non-self-governing colonies of Upper and Lower Canada. Great Britain had fought for and won her possessions in North America and was entitled to give away the unoccupied parts of it if she pleased to do so; they were her own to dispose of. This is particularly true of the Northwestern and the Oregon boundaries, as Canada of those days had in the territory in dispute neither title nor interest.

Since Canada has become a Dominion in the wider sense, if we except the Washington treaty of 1871, during the negotiation of which there was a strong disposition on the part of the British commissioners to continue a policy of concession for peace sake, there is no instance of a desire on the part of Great Britain to do other than was conformable with the interests and wishes of Canada. Since the days of Lord Sydenham and Lord North a new era in diplomacy has set in, and to quote Hodgins, whose little book, "British and American Diplomacy Affecting America," is devoted to exposing the mistakes of the mother country, "Since Sir John Macdonald wrote (during the negotiation of the Washington treaty), thanks to the sturdiness of the Canadian statesman, Great Britain has given up presenting to Canada a pantomine of diplomatic negotiations with the United States, from which the 'digiti clamosi' of Canada's political interests were conspicuously absent. And now her earlier policy of indifference to colonial interest has, happily for the Empire, become an estranged sentiment. And the modern imperialism which is sowing the seeds of a greater United Britain, will, it is hoped, hereafter bring forth Empire-fruit not to be repented of. May it also produce a beneficent harvest of peaceful and neighborly international relations between Canada, Great Britain and the United States."

R. E. GOSNELL.

AMERICANS WERE NOT MATCHED

Canadians in Charge of Alaska Case Not Heavy Enough For Opponents.

Ottawa, Oct. 28.—"The decision on the Alaskan boundary case occasioned no surprise to Canadians who have been in London during the past few weeks," said C. Berkeley Powell, M. P. P., this morning. Mr. Powell has just returned from a two months' trip to England. "Two weeks before I left for home," he continued, "It was common talk that the United States' claims would be conceded. Newspapermen were talking about it and it was discussed in the clubs. I do not think that our men were heavy enough for those they were matched against. The Americans made a great swell; they were all quartered in one hotel, entertained most lavishly and generally made good fellows of themselves in social circles. Our representatives were quartered in hotels miles apart, and while I would not say that there was any friction whatever, it would almost seem as though they were not pulling together."

A LARGE MORTGAGE.

Newark, N. J., Oct. 27.—A mortgage for $250,000,000 given by the Lehigh Valley Railroad to the Girard Trust Company, of Philadelphia, was filed today. It covers everything owned by the Lehigh Valley and is given to secure the payment of bonds.

CANADIANS VISIT LOW.

Deputation of Canadian Merchants Received by New York's Mayor.

New York, Oct. 28.—Mayor Low received a delegation of Canadian citizens today who are returning a visit of New York merchants last summer. The delegation includes a number of aldermen and ex-aldermen from Ottawa. Tomorrow evening the visit will end with a banquet in Brooklyn, which Mayor Low will address the 400 expected guests.

HONOLULU JUDGE DEAD.

Honolulu, Oct. 27.—United States District Judge M. M. Estee died today of prostration, following an operation performed two days ago for kidney trouble.

FATAL BICYCLE COLLISION.

Toronto, Oct. 27.—Frank Short of Palverston avenue, died this morning as the result of injuries received in a bicycle collision last night, on corner of Bloor and Bathurst streets.

IAN HAMILTON RETURNS.

New York, Oct. 27.—In the passenger list of the Kaiser Wilhelm der Grosse, which sailed today, was the name of Lieut.-General Sir Ian Hamilton of the British army, who has been in the United States and Canada for several weeks.

ABANDON GOTHAM.

New York, Oct. 28.—Dowie has decided to end his campaign in New York one week earlier than originally planned, according to a notice posted at Madison Square Garden today. This was an announcement by General Superintendent of Transportation Peters, that "all excursions from New York to Zion City will leave on Monday." It is said that Dowie will remain some days after the "army" leaves.

Lumebr Company Start Operations

A Logging Camp Formed at French Creek And Machinery Forwarded

Malaspina's Gallery Now the Great Attraction For Many Visitors.

From Our Own Correspondent.

Nanaimo, B. C., Oct. 27.—Wilson & Co., the American firm who have been buying up standing timber in small parcels all over this part of the Island, have begun active operations at French Creek, where they have established a camp and have for the last thirty days been making preparations to get out logs. They have built here one of the most curios crafts which ever floated on these waters, a scow driven by a stern wheel. Unfortunately it does not steer very well, and their launch, the handsome gasoline boat bought from J. H. Lyons, of Texada, comes in useful for keeping the head of the scow straight, while the wheel does the pushing. The scow can make about seven miles an hour in this way. It is used for the purpose of conveying donkey engines and machinery up to the camp. One of the former went on Sunday and we more follow tomorrow.

The Malaspina gallery, which the Colonist has made so widely known, continues to be a source of attraction here, visitors from Victoria and other points in many instances taking advantage of the opportunity afforded by being in Nanaimo to look at the place where the great navigator set foot over a century ago. What with these and the numbers of local people who go over on Sundays and holidays, the discovery has been a very nice thing for the boat house people, whose season it has done quite a little to extend.

The local sawmill has closed down for a few days owing to lack of orders from the Northwest, where American lumber, which has no taxes to pay, is going in in competition with British Columbia lumber, which is taxed at every turn. The local trade, however, will give the mill quite a little to do during the winter.

Nanaimo does not often have the pleasure of a visit from a warship, still less the sight of a church parade. The attendance of the officers and men of H. M. S. Egeria at St. Paul's church on Sunday morning caused the building to be packed, and the assembling of a large crowd outside to see the sailors enter and leave. A touch of color was added by the presence of the band of the church lads' brigade, which led the contingent from the warship up from the wharf. The little chaps were intensely delighted with the honor, and the brigade has received a sudden accession of popularity in consequence.

Mr. Mark Bate, provincial assessor here, gives an interesting reminiscence of the Alaska purchase. Soon after Secretary Seward made his great bargain for the United States, he came West for the purpose of looking at the territory he had bought. The passenger steamer Active was placed at his disposal to travel up the coast. It may be mentioned here that this was the old United States steamship Active, which had accompanied H. M. S. Plumper when the survey of the waters of the Straits and Gulf was made in the fifties. It will be remembered that Mr. Seward had been the victim of a serious attack, and at this time he was still very far from well. He took with him, therefore, his physician, a Dr. Franklin. Now, the doctor happened to have a brother living in Nanaimo who was the owner of the Franklin property in the centre of the city, from which Franklin street takes its name, and who also owned land up the Nanaimo river. It was a long way to Nanaimo from the East in those days, and naturally Mr. Seward gave his companion an opportunity of looking up his brother, and for that purpose the vessel put in here. She remained several days, but Mr. Seward was too ill to come ashore. He gave a dinner, however, to the leading citizens of Nanaimo, and among those present were Mr. Bate, then manager of the collieries, and Mr. Somerville, who for years was one of the best known ministers of Victoria. The dinner was remarkable for the fact that although the company was small, Mr. Seward, in spite of his indisposition in replying to one of the toasts, made a speech which those who heard treasured the recollection of as one of the finest pieces of eloquence they had ever listened to. Mr. Bate remembers that Mr. Seward, who had been told the stories current in the East of those days of the utter worthlessness of the Pacific Northwest, had already become strongly impressed with its possibilities and although he had yet to see Alaska, he had no longer any doubt as to the nature of the bargain he had made.

Mr. Justice Martin opened the fall assizes this morning, there being but two cases on the calendar, viz., Kiri Maida, the Japanese charged with murder, and Kells, for inhuman neglect of a boy in his care.

The grand jury found true bills in both cases, but Kells failed to answer to his name and Judge Martin characterized the ridiculously low bail as a direct encouragement to men charged with serious crimes to flee the country instead of standing trial. This afternoon the murder case was begun, but the Crown case was a long way from being completed when the court adjourned until tomorrow. The evidence so far is strictly in accordance with the story of the crime as already told.

British News By Cable

Divergent Press Opinions Of Mr. Chamberlain's Liverpool Speech.

Marked By Vigor, According To One And Disappointing Says Another.

Punch's Apposite Remark On The Result of Alaska "Cracker."

London, Oct. 28.—(Special.)—Commenting on Mr. Chamberlain's speech at Liverpool, the Daily Post says: "It was a great disappointment."

The Liverpool Mercury says: "Mr. Chamberlain's argument in favor of free trade and unionism is incompatible, and was obviously intended for the consumption of the working class element of his audience." The Mercury doubts whether Chamberlain's historical excuses can be relied upon.

The Birmingham Daily Post says: "His speech did not carry his case for preferential tariffs any further."

The Manchester Guardian says: "Some irritation may be saved if it is quite understood plainly that to Mr. Chamberlain his figures and words are not quite the same as they are to other men."

The Globe, commenting on Mr. Chamberlain's speech, says: "It is marked by a vigor which bodes well for the future stages of his campaign. If we leave our colonies to seek reciprocity in other quarters a blow will have been struck at the Empire from which it is impossible we should ever recover."

The Westminster Gazette says: "Mr. Chamberlain's observations, addressed to Mr. Asquith and free fooders, is pointless and unmannerly."

The St. James Gazette says: "However it may be with the commercial classes, the workingmen are receiving Mr. Chamberlain's gospel of Imperial unity with a readiness that far exceeds all hope or expectation"

Truth says: "Surely Canadians would not have had Lord Alverstone sacrifice his bounden duty to a patriotic desire to stand by Canada, right or wrong."

Punch's cartoon, "The Alaska Cracker," represents Uncle Sam and Miss Canada pulling a broken cracker. Uncle Sam says, "What's the matter with this?" Miss Canada, "Rotten, I say."

CRUISER FOR DOMINGO.

U. S. Navy Department Orders Baltimore to Seat of Troubles.

Washington, D. C., Oct. 28.—Acting Secretary of the United States Navy Darling this afternoon sent orders to Norfolk navy yard for the cruiser Baltimore to proceed forthwith to Puerto Plate, San Domingo, to look after American interests at the blockaded port. It is expected the Baltimore will leave tomorrow and she should arrive at her destination by Tuesday.

FOUR KILLED IN WRECK.

Southern Train Runs Into Switch With Fatal Results.

Charlotte, N. C., Oct. 28.—Four men were killed and two hurt today when a freight train on the Southern road ran into a new switch near Bessemer City, N. C. Those killed were: Engineer T. J. Pettus, of Charlotte; Marion McCome, of Gastonia; J. B. Higgins and John Thompson, a negro fireman. The injured are P. S. Haff, a brakeman, and C. E. Tate, engineer.

RIOTING IN BILBAO.

Street Fighting Results in Five Deaths and Consuls Ask Protection.

Bilbao, Oct. 28.—As a result of the strike situation the foreign consuls have demanded from the military authorities protection for the ships of their nationalities, now in port. During the fighting in the streets today, five strikers were killed and a large number were wounded. The troops are guarding the banks and public buildings and are occupying strategic positions throughout the city in order to prevent the massing of strikers.

VISIT TO MENELIK.

American Consul About to Meet the Abyssinian Monarch.

Naples, Italy, Oct. 28.—The United States' gunboat Machias, having on board Consul-General Skinner of Marseilles, who is to visit Emperor Menelik at Adis Abeba, the capital of Abyssinia, sailed today for Beyrout, where the Machias will meet the United States flagship Brooklyn. Rear-Admiral Cotton will provide Mr. Skinner with an escort of twenty marines. The Machias will then proceed to Port Said and Jibutila, French Somaliland. There Mr. Skinner will land and proceed to Harrar, where he will be met by representatives of the Emperor.

RUN ON TRUST COMPANY.

Few Depositors Withdrawing Money and Business About Normal.

St. Louis, Oct. 28.—About 1 o'clock there were only a few depositors withdrawing daily balance accounts or giving notice of withdrawal of savings deposits at the Mercantile and the Mississippi Valley Company. Many persons who withdrew money yesterday deposited it again today, and in some incidents new savings accounts were opened. At the other trust companies the withdrawals were but little in excess of the normal. One effect of the withdrawals was felt at the City hall, when a great increase in the payments of taxes was shown.

SEEKING ARBITRATION.

Anglo-French Treaty the First Step Towards Parliament of Nations.

Paris, Oct. 28.—Baron D'Estournelles De Constant addressed the arbitration group of the Chamber of Deputies today on the results of arbitration movements. He said the Anglo-French treaty was only the first step. Denmark was now seeking arbitration without limitations, and France would probably concede Denmark's wishes. Treaties would soon be signed between Denmark, Norway and Sweden. Concerning Great Britain the Baron remarked: "Her most responsible arbitrators have made categorical relations to me that the arbitration convention was only one of three ends desired, the second being a general liquidation of outstanding difficulties, and the third, an agreement providing for the limitation of naval expenses."