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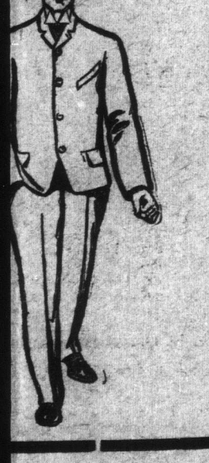

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VOL. XLVIII., NO 87 — VICTORIA, B. C., FRIDAY, OCTOBER 26, 1906. — FORTY-EIGHTH YEAR.

DRUNKEN SAILORS HOLD RIOT AT SEA

Broach Liquor Cargo, Attempt Murder and do as They Please on the Bark Don, Bound for Victoria

THE voyage of the bark Don, which arrived Wednesday morning, was an eventful one. A rip-roaring, mutinous crew filled the forecastle, broached cargo and drank greedily of beer, porter and stout consigned to Victoria, attempted bloody murder in their debauches, mutinied and threatened the lives of master and mates.

With a loaded revolver in his hand, Captain Roach sat for 36 hours on September 17-18, at the forecastle door, after stating with calm intent that he would kill the next man who went to the hold to break the liquor cases. Meanwhile, with ribald song, fighting and shouting, the forecastle hands made excitement until sleep overcame them and the intoxication wore on.

Murder Attempted

Off Cape Horn, when the vessel hove to in rough weather, under storm topsails, murder was attempted. Aft, in the cabin, Captain Roach and Mate Mills—the latter unable to move with his frost-bitten limbs—heard calls for help and an agonizing cry of "Murder!" Captain Roach rushed from the cabin in time to prevent the riotous crew from throwing overboard a Spaniard named Hopie, whose crime was that he had refused to drink. With his body dragging on the deck and bumping over spars were three intoxicated men clinging to the legs of the Spanish seaman. They had dragged him to the lee scuppers and were lifting him to heave him overboard when the captain arrived.

"Here! What are you going to do?" shouted the captain.

"Throw the blamed Spaniard overboard," replied the ringleader. "Now, over with him, mates!"

Saved by Captain

The captain rushed at the would-be murderers and with a struggle he forced them to drop their unconscious victim to the deck. With the assistance of the second mate and boatswain, the skipper carried the Spaniard to the cabin, where he was stretched on the floor of the storm-tossed ship. He seemed dead. Attempts to revive him were unsuccessful for nearly half an hour.

The drunken seamen, sitting in kangaroo court on Hopie, had, led by the ringleaders, shouted "Death to the dago!" After broaching the cargo they had brought six bottles of beer to Hopie, who, with another seaman named Gray, had been the only ones to refuse to drink. The beer was brought to Hopie's bunk and put in.

"Drink, you dago!" said the ringleader, aptly named Alfred Tough.

Spaniard Draws Knife

Hopio refused to drink. Finally he did so under pressure. Then, when further indignities were attempted, he drew a knife.

"Draw a knife, will you, you blanketedy blank, blank dago!" shouted the seamen, and a moment later the Spaniard was on his back, being dragged through the forecastle door, bumped over the stoop and bruised on the deck. The laughter of inebriated men, cries of agony and general uproar brought the captain from the cabin with a rush, and poor Hopie was saved from being drowned in the ice-laden water off Cape Horn.

Luckless Voyage

The whole voyage was replete with incident. The Don left Glasgow with general cargo, including cement, groceries, rifles, cartridges and liquors, including whiskey, rum, beer, porter and stout, for Victoria and Vancouver, 224 days ago.

Soon after leaving the Scottish port the vessel was in collision with a French sailing ship in the Irish Channel, and both vessels were badly injured. No one was killed, but three members of the Don's crew were injured and taken ashore for treatment.

Helplessly Adrift

The Don had her port bulwarks, lower forerigging and topmasts carried away. She was picked up, helplessly adrift, in the Irish Channel and towed into Plymouth five days after starting. Repairs were effected at Plymouth, and the second mate left to give evidence at the inquiry. The bark then continued her voyage, and after a smart and uneventful run reached Montevideo, where it was found necessary to land Captain Jaffray, who was suffering from Bright's disease, from which he has since recovered. The owners wired to Captain Roach, mate, to take charge, and Daniel P. Mills was shipped as chief officer. The voyage was then continued, five days after the captain was landed, and the vessel made her way to the Horn without incident.

Crew Breaks Locker

Things happened fast then. It was August, the mid-winter month off the southern Cape of Storms, and there was much float ice. On August 8 there was a strong wind and heavy sea, and the bark was hove to under reefed topsails. Then, it seems, the crew was broaching cargo, entering the 'tween decks where the cases of beer, porter and stout were stored, by way of the chain locker; but the officers were all unaware that the men were getting at the intoxicants.

From the Log Book

Chief Officer Mills' log reads: "August 6. At 6:30 a. m. I received orders from the captain to make a reef in the main topsails and get ready for going about. The watch was then engaged in getting coals from the hold for the cook. At seven bells we proceeded to lift the yard. Some of the crew looked intoxicated; especially one whom I presumed to be paralytic drunk. Two of the men pulled and dragged him from the boatswain's bunk, where he was lying in a helpless and speechless condition. As I only joined the ship at Montevideo I was not aware at this time of the nature of her cargo; but I afterwards found that intoxicating beverages had been stored in the forward part of the lower hold."

Two Days' Debauch

It seems that the men of the foc'sle had picked the lock of the chain locker and made their way through into the 'tween decks. They had forced the planks of the bulkhead separating the chain locker from the 'tween decks and pried open cases of beer—good English bottled beer—they found there. Then, immediately, the foc'sle became noisy. Some of the men were singing chanteys; others using oaths. For two days the debauch continued, while the Don rolled in a strong sea off Cape Horn, with her cordage swathed in thick ice. The chief officer was frost-bitten and confined to his bunk. On August 8, it seemed as though murder would be done. It was then that the attempt was made to heave Hopio, the Spaniard, into the sea. Of this the mate writes in his log book: "August 8. Heard a great noise forward. I went and looked and saw three men dragging one of the sailors along the deck, and someone was shouting: 'I'll throw the —— overboard.'

Threatens to Murder All

"I found all hands forward in a drunken state. 'I had reason to believe the cargo had been broached a second time. In the evening, when I was on watch, one of the men came aft to the poop and asked the captain to give him a drink, as he was very bad, and if the captain did not give him a drink he would murder all hands on board."

Capt. Roach said of this incident: "I was sitting having my breakfast in the cabin when I heard an awful noise, cries of 'Help!' 'Murder!' and shoutings. I ran out and found three men dragging a Spaniard, named Hopio, an able seaman, along the deck. They had him in the lee scuppers then. I shouted as I ran toward them 'What are you going to do?' and they replied with oaths, 'Heave him overboard.' They seemed determined to murder this man. With great trouble and with what assistance I could get—the chief officer was confined to his bunk—I got the man from the drunken seamen. He was unconscious and I thought they had killed him. We carried him to the cabin, where we worked on him for thirty minutes before he regained consciousness. He was almost gone."

Narrow Escape

While the crew were drunk after broaching the cargo, off the Horn, the Don had a narrow escape from driving ashore off what seamen know as False Cape Horn, that is, Horn island. The ship was frozen up at that time. Every rope was about ten times its usual thickness with coated ice, and the vessel, under storm topsails, was practically helpless, especially as the crew were drunk forward. The vessel was drifting shoreward before the wind, and was within a few miles from the land. There was another vessel inside the Don, which seemed, at first, to be ashore. A fortunate change of wind saved both vessels and they managed to wear off.

Danger of Fire

This was not the only danger of the vessel. There was a far greater risk of fire and explosion. After broaching the cargo and becoming intoxicated, with what idea the captain does not know, but presumes it to have been armed mutiny, the crew started to broach some cases of rifles which were in the 'tween decks. For light the drunken men had wax matches, which they had also looted from the cargo, and on examination it was shown that they had dropped matches into the straw from the beer cases. Charred matches were found lying among the straw. That the vessel did not take fire and the flames reach the explosives in the hold the officers think little short of marvelous.

Beer Suffers Most

The tastes of the mutinous crew were not confined to the intoxicants in the hold of the Don. They also broached marmalade, jam, pickles, and other viands. But the beer suffered most. Over two thousand bottles of beer, as well as considerable porter and stout were consumed in the foc'sle of the Don.

Begs Like a Dog

There was constant mutiny, and fear of attempts on the lives of the officers. They were constantly watchful. Chief Officer Mills, said: "I had almost to beg like a dog to get the men to do necessary work. It was 'Will you do this or that,' and in reply I'd get a string of oaths, and 'Excuse me, you blankedy-blank hobo.' If a squall came up and it was necessary to get a hurried reef made, they would answer when I gave the necessary order, 'Keep your shirt on, can't you, and so on."

Laugh at Locksmith

There was a lull after the big drunk off Cape Horn, and everything went all right until the vessel began to near the Equator in the Pacific. Then there was another outburst. Of this Capt. Roach says in his log book:

"Sept. 17—Mr. Mills, chief officer, called his watch to wash decks. They refused. They were under the influence of liquor. He reported the matter to me. I went to the foc'sle at 9 a. m. and found all the crew, except two, all drunk. The handcuffs which I had put on the chain locker to secure the door after the lock had been picked previously, were broken. The crew forced the boards of the bulkhead and broached cargo. I got the carpenter and he secured a bolt, with a staple, and clinched the same. At 4 p. m. I examined the chain locker and found the staple and bolt broken. The carpenter drilled a fresh hole, and while he was doing so, A. Johnson, an able seaman, came from the chain locker, having been down in the 'tween decks for the purpose of passing bottles of beer to others of the crew in the foc-sle. He denied that he had broken the staple.

Resorts to Arms

"Sept. 19—I went to the foc'sle and examined the crew. All except two were still intoxicated. One was speechless, another was lying on the deck, crying out like a madman.

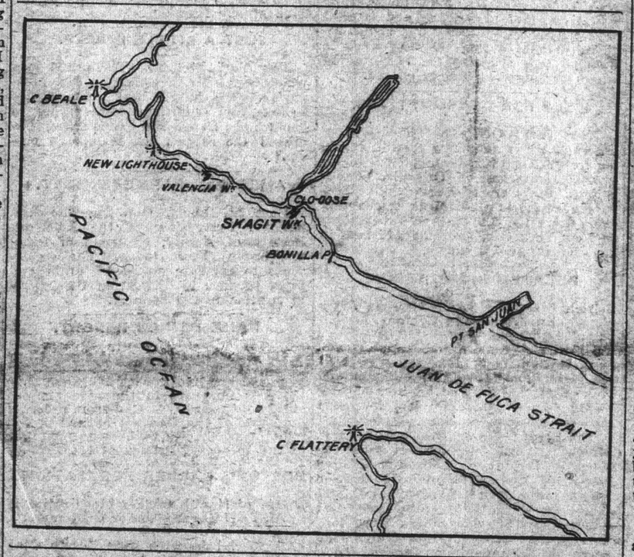
"I then determined to put an end to this broaching of cargo. I armed myself with a loaded revolver and after telling the men that I would kill any man who broached cargo I sat at the foc'sle door 36 hours at a stretch and kept watch. In this time the men sobered up. While I was there they had fights among themselves in the foc'sle, and in the morning there were numbers with black eyes.

SHIP GOES ASHORE NEAR CLO-OOSE BAY

Barkentine Skagit Pounds to Pieces and Captain and Cook Lose Their Lives---Mate and Seven Men Reach Shelter

THE barkentine Skagit was totally wrecked near Clo-oose on the Vancouver Island coast, where she drove ashore during thick fog and southwest weather, at 4 a. m. yesterday. Capt. Rose and the cook, whose name is not given, were drowned. The cook proved a hero, finding death while attempting to rescue the captain, an old man. The mate, Mr. Ianglois, and seven seamen reached shore in safety, though with much suffering, and were promptly succored by Lineman Logan who took them to his house at the Clo-oose village where Mrs. Logan promptly attended to their immediate needs, furnishing hot food and dry clothing. The Skagit is a small vessel of 443 tons net, was in ballast, bound from San Francisco, which port she left on October 9th for Port Gamble, her home port.

The Skagit had a stormy trip from the Golden Gate and encountered heavy fog off the entrance to the Straits. There was strong southwest winds prevailing for a few days with the consequent heavy shoreward swell, and the vessel drifted too near the land. Before the danger was imminent to the crew, the noise of the breakers combing over the reefs off Clo-oose bay, where there are many rocks a short distance from the tide limits, was plainly heard. The vessel could not be brought about before she had been set upon the rocks with a thud and was fast.



The scene of the wreck is not more than seven miles from the light station at Carmanah, but the telegraph wire between Carmanah and Victoria is down. News of the wreck was given in brief telephone messages communicated from Mr. Logan at Clo-oose to the lightkeeper at Cape Beale, who passed the news on to Bamfield. The details as to how the vessel piled up, and the manner of the escape of the crew, beyond the fact that the cook lost his life while endeavoring to save that of the captain, are consequently lacking. It is known, though, that following the wreck of the barkentine the wind rose and by noon yesterday a heavy south southwest gale was prevailing off the coast, with the result that the vessel was soon pounded to pieces.

The exact point of the wreck is not clearly indicated, but is believed to be on one of the outer reeefs of Clo-oose bay. There is a fringe of submerged rocks lying off the bay, which is seven miles from Carmanah; and in the winter months the sea constantly breaks upon them. Thee probability is that the mate and the seven men who were saved managed to work a boat ashore at Clo-oose. There is an Indian village of about a dozen houses of the usual square unplumbed cedar-planked illahees with totems, and some planked huts, on the beach and the homes of some white people, including a missionary's residence, until recently occupied by Rev. Stone. Mr. Logan, the lineman who has been blessed by so many for his part in the relief following the Valencia disaster, has also a residence there. It was at Logan's cottage that the distressed seamen promptly found shelter and kind attention.

The instructions given to Capt. Hackett of the Quadra include orders to take off the shipwrecked men and either tranfer them to the steamer Salvor or bring them to Victoria. As the Quadra has not completed her work of discharging the material at Pachena point for the lighthouse to be built there it is probable that these men will be brought here by the Quadra.

When the survivors reached Mr. Logan, the lineman whose work during the aftermath of the Valencia disaster earned him such high commendation from all quarters, he telephoned the news to Lightkeeper Paterson at Cape Beale, but a mistake was made in the transmission of the message with the result that the impression was given to the lightkeeper that a large steamer was ashore. The consequence was that a telegram was received by the agent of marine, Capt. Gaudin, to the effect that a large steamer was wrecked near Clo-oose and assistance was urgently needed.

On receipt of this message there was much excitement in the city—the memory of the Valencia disaster of nine months agone was too fresh in the minds of the people for such tidings to be received without a depth of feeling. Capt. Gaudin at once took steps to despatch assistance. A telegram was sent at once to Capt. Hackett of the government steamer Quadra, who was believed to be at Alberni to secure further lumber for the lighthouse, ordering him to proceed without delay to the scene, and the agent of marine also telephoned to Mr. Bullen of the British Columbia Salvage company asking that the steamer Salvor be sent.

The Salvor left Esquimalt at 4 o'clock and the government steamer Quadra will meet her at the scene of the wreck this morning. When the news was received by Capt. Gaudin he had promptly sent orders to Capt. Hackett to proceed to the scene. The telegram reached Capt. Hackett at Bamfield and soon afterward a message was received to the effect that the Quadra would remain at Bamfield until morning, news having been received that the survivors had reached shore and there being a heavy storm with high sea prevailing outside.

A tolling of the alarm bell at the central fire hall, the hoarse sound of the whistle of the brewery giving the planted signals, caused much commotion. A leaden sky and strong wind gave the requisite setting for the situation.

"What is it?" asked the Man in the Street, as the alarm bell began to toil, first eight bells ringing in quick rotation; then an interval, and another eight bells, a further interval and another eight bells.

"What is it?" asked the wonderers.

"Steamer wrecked on West Coast," answered one. "They're calling the lifeboat."

"Then God help them," muttered a deep-sea sailorman, standing by.

The lifeboat lay at the government wharf alongside an old scow. It is still there.

Capt. Voss, who had resigned the command of the lifeboat crew because he found riches did not come apace at the salary of five dollars per month, hurried to a telephone when he heard the alarm and offered his services. He went to the office of the agent of marine, who stated that the lifeboat would be sent by the steamer Salvor, which would leave about 4 p. m., and asked him to get a crew together. Five or six men responded to the call.

Capt. Gaudin then communicated with Capt. Harris of the Salvor, who, on the receipt of the news that the survivors had reached shore and that two men had been drowned, answered that no good could be accomplished by the lifeboat, and the crew dispersed to await another call.

The West Coast has been the scene of many wrecks since the days of the old China trading packets of the days of King George, and even before then, as the finding of the wax-laden wreck near Nehalem on the Oregon coast testifies. Some great disasters have occurred within a few miles of the scene, notably the Valencia disaster, the foundering of the warship Conder, and other wrecks involving heavy toll of life. Many believe that Japanese vessels were lost on this coast and stranded on these shores long before Columbus landed on the continent, and to this day the Indians of Nitinat—within a few miles from where the Skagit was lost—tell of a Spanish vessel which foundered there in the early days. Not including the cutting out of the Boston, Manchester, George T. Wright and other craft by Indians before they were as civilized as they are today, there have been many vessels lost. A wreck chart of the island coast for the past thirty years shows the wrecks as thick as they are shown on maps of Sable island. Between the mouth of the Straits and Cape Beale, over a dozen vessels were lost, a number being piled up there in the last few years, some of which have been broken up; others, including the Vesta, are still to be seen.

The Uncle John, Janet Cowan, Atlanta, and other ships were lost there, and in Barkley sound four vessels went to their doom, including the Osprey, which sank the Pacific, the Alert, Cleveland and others. The Hera, whose burned hull foundered off Clayoquot harbor, is one of four vessels which have left their bones there. In Nootka sound and on the island west of the sound, other ships have been lost, the Boston being attacked by Indians there and at Hesquoit. Father Brabant, who has lived there for over thirty years, can tell of many wrecks, including that of a Massachusetts craft which was stranded near Hesquoit and the bodies of her crew washed ashore.

JAPANESE AMBASSADOR OBJECTS TO ABUSE OF CHILDREN

Requests U. S. Secretary Root to See That Treaty Is Fully Observed

FRIENDLY RELATIONS ENDANGERED

Viscount Aoki Takes Serious View of Action of California People.

WASHINGTON, Oct. 25.—Viscount Aoki, the Japanese ambassador, at a conference with Secretary Root, at the state department today, made the request in behalf of his government that the United States see that the Japanese subjects in California were accorded their full rights under the treaty of 1894, including the right of children to freely attend the public schools of San Francisco. Secretary Root will take the matter up with President Roosevelt, and it is likely that representations will be made to the authorities of California.

The ambassador said that the exclusion of Japanese children from San Francisco schools was the chief cause of sharp criticism of the United States. He was inclined to discount the other causes given for the sentiment against this country.

"The friendship between Japan and the United States is too genuine and of too long standing to justify any formal protest on the part of the Japanese government because of the wrongs her citizens may have suffered in some localities in the United States," said Viscount Aoki. "There is much misunderstanding in Japan concerning the true situation. Of course, the Japanese government fully realizes that the action against the Japanese children is local and not general in this country, but all the Japanese do not understand the situation in this country and the unfriendliness to Japan is regarded by many persons as a national action."

The action against the Japanese children is regarded as extremely serious by Viscount Aoki and he made no attempt to conceal the fact. "After all the years of friendship between the two nations it seems too bad that poor, innocent Japanese school children should be subjected to such indignity," said the ambassador. "Such action by local authorities in this country is resented very bitterly by all Japanese."

Wants Poachers Punished.

Secretary Root has requested the Japanese government to cause the arrest and punishment of Japanese poachers who attempted to land on the seal island of Alaska recently and who escaped to Japan after some of their party had been killed. The state department's basis for this request is found in the fact that it regards the attempted landing of the poachers as an invasion of United States territory.

BANK DIRECTORS RESIGN.

Toronto, Ont., Oct. 25.—The directors of the Ontario Bank have tendered their resignations in order to give the curator a free hand, and a meeting of shareholders has been called for December 11, to elect new directors.

WORKMEN ATTACK GENDARMES.

Tashkent, Asiatic Russian, Oct. 25.—A detachment of gendarmes who yesterday seized a shipment of 238 revolvers and 16,000 cartridges destined for the revolutionists, were, later attacked and defeated by an armed party of workmen, who carried off the greater part of the revolvers and 8,000 cartridges.

W. T. JENNINGS DEAD.

Eminent Civil Engineer of Canada Dies Suddenly in Michigan.

Toronto, Ont., Oct. 25.—Word was received yesterday of the sudden death at Lansing, Mich., of W. T. Jennings, an eminent civil engineer of this city. Mr. Jennings left for Michigan last week to inspect some railway properties there for Toronto capitalists. He had not been in good health for some time and was taken ill shortly after going to Lansing. Mr. Jennings was at one time superintendent engineer of the C. P. R. at Yale.

FIRE UNDERWRITERS MEET.

Toronto, Oct. 25.—At a meeting of the Canadian Fire Underwriters' Association yesterday the question of rates to be charged in Western Canada was under discussion. It was finally decided to leave the matter in the hands of a special committee which will meet in Montreal next week. That committee will have before it all particulars of the systems of fire protection in cities, towns and villages of the West, and it is expected that certain recommendations for improvement of fire protection appliances in their places will be insisted upon before lower rates are granted for risks in the West.

MORMONS SELL OUT.

Salt Lake City, Utah, Oct. 25.—Reports that the Mormon church as an organization is to retire from commercial business were further verified today when it was officially announced that the Utah National bank has been sold to W. S. McCormick. The bank's stock was largely owned by the church. In the last four months, the Mormon church has disposed of its big holdings in the Utah Light and Railway company which controls the principal public utilities in Salt Lake City, its Los Angeles and Salt Lake railroad with its great pavilion at Saltair and its big retail department store at Ogden.

PREMIER McBRIDE ARRIVES TONIGHT

Will Be Met at Boat by Torchlight Procession and Escorted to A. O. U. W. Hall, Where Reception Will be Held

PREMIER McBRIDE will reath Victoria this evening and be tendered a formal reception by the citizens of Victoria under the auspices of the Conservative Association.

Previous to the arrival of the Charmer the committee having the arrangements in hand will, with citizens participating in the demonstration, assemble at the corner of Yates and Government streets and, headed by a band, form a torchlight procession and proceed to the dock. The champion of the interests of British Columbia at the late inter-provincial conference at Ottawa will be appropriately welcomed on disembarking and escorted to his carriage, when the procession will again form up and proceed to the A. O. U. W. hall, where an address will be presented to the premier. The latter will be given an opportunity to give an account of his stewardship, and there will be interesting speeches by others prominent in the Conservative party.

All arrangements had been made for the reception to take place at the Victoria theatre tomorrow night, but plans had to be changed at a late hour last evening. The premier reached Vancouver last evening about 9 o'clock, the train being delayed, and proceeded to New Westminster. Despite an urgent request from the citizens of Vancouver to stay over there today and be entertained tonight, the premier found it imperative, owing to pressing departmental business, to come on to Victoria.

A cordial invitation is extended to everyone to participate in the demonstration and assist in making the affair what it ought to be—a popular expression of approval at the manly course pursued by the premier in refusing the "mess of pottage" tendered by the Laurier government in lieu of what Hon. Mr. McBride and British Columbia wanted in the matter of better terms—simple justice.

There will be stirring speeches of a vitally interesting character, and the premier will relate exactly what occurred at the historical conference where British Columbia was represented by a man with backbone sufficiently stiff to withstand the onslaughts and the blandishments of "public opinion in the East."

Seats will be reserved for ladies.

W. T. R. PRESTON TAKES A ROUND-ABOUT ROUTE

Will Visit Cape Colony on His Way to the Far Eastern Countries

OTTAWA, Oct. 25.—(Special).—W. T. R. Preston leaves London on Saturday for South Africa. He is not commissioned by the government to visit Cape Colony, but thinks his projected work in the Far East will not suffer by taking a round about route. His appointment as trade commissioner to Korea, China and Japan is only of a temporary character. Preston has been appointed to investigate the possibilities of increasing trade with these three countries. His remuneration is to be $300 per month and traveling expenses and when his mission is complete, it will be open for the government to give him something else to do.

J. M. Courtney, C. M. G., retires from the public service of the Dominion at the end of this month. He will be banquetted by his brother deputies at Rideau Club next Tuesday evening. T. C. Boville succeeds Mr. Courtney as deputy minister of finance.

The revisors of the federal statutes met here today to close their labors. The statutes are in galley form and the board is going over them for the last time to see that there are no errors.

LABOR PARTY ORGANIZED.

Winnipeg, Man., Oct. 25.—The Independent labor party was organized here tonight, following the lines suggested at the recent Trades Congress. About seventy-five members affiliated.

FATHER RESCUES CHILD.

Kingston, Ont., Oct. 25.—The Lakeview hotel at Portsmouth was destroyed by fire this morning. The loss is $4,000 partly covered by insurance. The five-year-old daughter of Albert Lake, the proprietor, had a narrow escape being overcome by smoke she was rescued by her father.

STRONG LOVE FOR RUSSIA.

Toronto, Ont., Oct. 25.—Worried because he could not raise enough money to take him back to Russia, Isaac Golfufloss, a Russian Jew, this morning committed suicide by cutting his throat from ear to ear with a scalloped bread knife. He committed the act in front of a mirror.

NARROW ESCAPES.

River Du Loup, Que., Oct. 25.—Fire broke out early this morning in the Sanitorium hotel at River Du Louis wharf and quickly spread to the hotel Veise. The latter hotel was completely destroyed. The inmates of hotel Veise had barely time to escape in their night clothes. The fire is said to have been caused by a lamp explosion in the Sanitorium.

DON'T NEED THE MONEY.

St. Petersburg, Oct. 25.—Regarding the repeated rumors that the government is contemplating the issue of another loan, the Associated Press was authoritatively informed today that no loan, foreign or domestic, is contemplated, except the Internal loan to be issued about December 1st in order to balance the budget on the New Year.

SOLVES DUST PROBLEM.

Canadian Agent Reports on Cheap Material for Making Roads.

Ottawa, Oct. 25.—(Special.)—Canadian municipalities wil lbe interested in a recent report of P. B. MacNamara, Canadian agent at Manchester, in which he describes the latest road material which is claimed to have solved the dust problem. It is known as Taafalt and is really a cheap artificial asphalt. Its cost for road surface is only eight cents per square yard while a complete road can be made entirely of this material for 75 cents per yard. It is dustless in dry weather, free from slippriness in wet weather, not affected by heat or frost resistent and yet rigid under heavy traffic.

POLICE STOP WORK ON NORTHERN TRAIL

Letters Get Through From Hudson Bay to Ottawa in 3 Years

OTTAWA, Oct. 25.—(Special.)—The Mounted Police department has been advised that Superintendent Constantine's detachment, which is engaged in cutting a trail from Edmonton to Dawson has ceased work for the season. They had completed the trail from Peace river to 20 miles west of Fort Graham. Mez and horses will winter at the fort and recommence work early in the spring.

A much belated mail from Hudson Bay reached Ottawa this morning. Some of the letters were three years old and had been held at various places on the great inland sea waiting to be picked up and forwarded.

Major Moodie has arranged for a winter patrol from Fort Churchill. He hopes to be able himself to start in February on a trip by dog train to Oxford House, where he will meet a patrol sent from the Northwest.

Indians' Grievance.

The ministers of marine and interior gave a hearing today to Chief Big George and a deputation of Babine Indians who have come all the way from British Columbia to lay their complaints before the government.

Cabinet Waits.

The cabinet today did not decide upon the date of the meeting of parliament. The ministers will wait until Queens-Shelburne is heard from.

Commander for Bisley.

Col. J. M. Gibson, president of the D. R. A. will, it is understood, be commandant of next year's Bisley team. This will be the second time that Col. Gibson has held the position. It will probably also mark his retirement from the presidency of the D. R. A., a position he has held for many years.

RECKLESS DRIVING COSTS THREE LIVES

Railway Engine Strikes a Coach and Scatters People in All Directions

NEW YORK, Oct. 25.—Three persons were killed and three more or less seriously injured in a collision at Woodside tonight between a Long Island railroad train and a coach which was returning to New York from a funeral at Calvary cemetery. The dead are: Patrick Healy, 44 years old; Anna Healy, 3 years old; Ella Healy, 2 months. The injured are: Mrs. Patrick Healy, spine injured; Thomas Lynch, internal injuries; Edward Griffith, driver of the coach, legs lacerated.

Griffith drove directly in front of the rapidly approaching train. The coach was demolished, the horses killed and the occupants hurled in all directions.

After Griffith's injuries were dressed at a hospital, he was locked up at a Long Island city police station on a charge of reckless driving.

OUT OF HARM'S WAY.

Havana, Oct. 25.—Carrying out the policy under which the arms surrendered by the insurgents have been destroyed, orders have been given that a greater quantity of arms, the accumulation of the last forty years, now stored in the casements of Morro Castle here, be thrown from the battlements of the castle into the sea. This work is being done by the present garrison of Morro Castle, under the supervision of American officers.

About 10,000 stands of arms thus are to be rendered useless. It is intended to do way with all similar accumulations of arms in all the other fortresses of the island. This destruction of weapons is entirely a precautionary measure.