

RECEIVED BY WIRE DIRECT FROM VANCOUVER.

THE ISLANDER DISASTER

Investigation Did Not Stop With Coat of Whitewash First Applied—Bodwell Is After Facts for Government—Many Witnesses Say the Captain Was Intoxicated.

From Saturday and Monday's Daily
Victoria, Sept. 27.—The investigation as to the cause of the wrecking of the steamer Islander off Douglas Island on the morning of August 15th when nearly half a hundred lives were lost has been reopened and under the vigor of Attorney Bodwell who is conducting the investigation on behalf of the Dominion government, some very sensational evidence is being developed. Several witnesses yesterday and today declared positively

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that the captain was intoxicated at the time of the disaster. The investigation promises to be productive of greater safety to travelers in the future. (Attorney Bodwell above referred to as conducting the investigation in behalf of the Dominion government, is of the Victoria law firm of Bodwell & Duff, both having the title "K. C." and admitted to be the strongest legal team in British Columbia.

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KITCHENER'S RESIGNATION

Reported as Due to Parsimony of Government.

London, Sept. 27.—The Daily Mail publishes an unconfirmed report that Kitchener has resigned command of the forces in South Africa. The story is regarded in London as very probable, and that it is a protest by Kitchener against the parsimonious conduct of the government toward the army in the field.

Charlton Banqueted.

Vancouver, Sept. 26.—J. B. Charlton of the Dominion public works was banqueted here last night in honor of the completion of the through telegraph.

CZOLGOSZ THE COWARD

Has Completely Broken Down Since Sentenced.

Buffalo, Sept. 27.—Immediately after being sentenced to death murderer Czolgosz was returned to Erie prison, where he has since broken down completely. He promises to display exceptional cowardice in execution of his crime.

Why Astor Quit.

It will be remembered that William Waldorf Astor, of New York city, who inherited a fortune of many millions from his ancestors, quit the United States, removed to England, renounced his allegiance to Uncle Sam and became a subject of the British crown.

Probably no man has ever been more mercilessly criticized for that act than William Waldorf Astor—and it is not surprising that he should feel like giving out a statement touching the reasons which led him to forsake his country—and here is what he says about it.

"It is the cruellest calumny to state that I sought citizenship in England because I lost my love for the land of my birth. I emphatically repeat that I was driven to do so by a persistent onslaught of venomous treatment on the part of certain American newspapers. Otherwise I would have been heart and soul an American in life and in death."

There isn't a man in the United States who knows the history of the Astor family and the conditions which led up to the result which landed William Waldorf in the British camp, who will take any stock in this ridiculous stuff now formulated as an "excuse."

The facts are that Astor always courted publicity—but unfortunately from his standpoint never secured but little at the hands of the newspapers—and that was one of the causes which soured Astor against his country.

Moreover, the immediate cause of Astor's departure was the fact that the assessor of New York insisted upon the Astor estate contributing a fair return in the line of taxation—and this was against all precedent, and of course obnoxious to the man who had to pay the taxes.

As we recall it, Astor was a candidate for Congress once, and expected that the people of the district, where he resided, would fall down and worship at the golden shrine of politics, which Astor was able to erect, but even here the people refused and Astor was left out in the cold in spite of his family history and his enormous wealth.

Special snaps in string beans, canned fruit, canned corn for a day or two only. Barrett & Hall, wholesale commission merchants, Third avenue.

CALDERHEAD'S PROSPERITY

Is Enlarging Business of Which He Is Sole Owner.

One of the greatest improvements on the Dawson waterfront this season is now under way and almost completed. It is a big wharf in the rear of R. W. Calderhead's big warehouse, the new structure being fifty feet wide and extending back over the river sixty feet. It is most substantially constructed, and when completed will be the finest wharf in Dawson. By next season Mr. Calderhead expects to enclose the entire structure, thus affording sheltered storage for several hundred tons of freight in addition to what can now be accommodated in the main warehouse.

Mr. Calderhead is now sole proprietor of the entire business formerly operated under the firm name of Lancaster & Calderhead, he having this week purchased from P. I. Lancaster all the Lancaster interests in the partnership business.

Mr. Calderhead has always had the entire management of the business, and to his shrewdness and far-seeing business traits is due the eminent success that has attended the operation of the three steamers—Flora, Nora and Ora—both this season and last. Besides operating the fleet of steamers Mr. Calderhead is one of the largest importers of freight in Dawson aside from the big companies, and even yet, notwithstanding the advanced stage of the season, he has several hundred tons in transit which he expects to land safely in Dawson before the close of navigation. One of his steamers, the Flora, is due tomorrow with five large barges in tow, the greatest convoy ever brought down the Yukon by one steamer.

As a matter of business and manager of it after secured, R. W. Calderhead stands prominently at the head of the list of transportation men in Dawson.

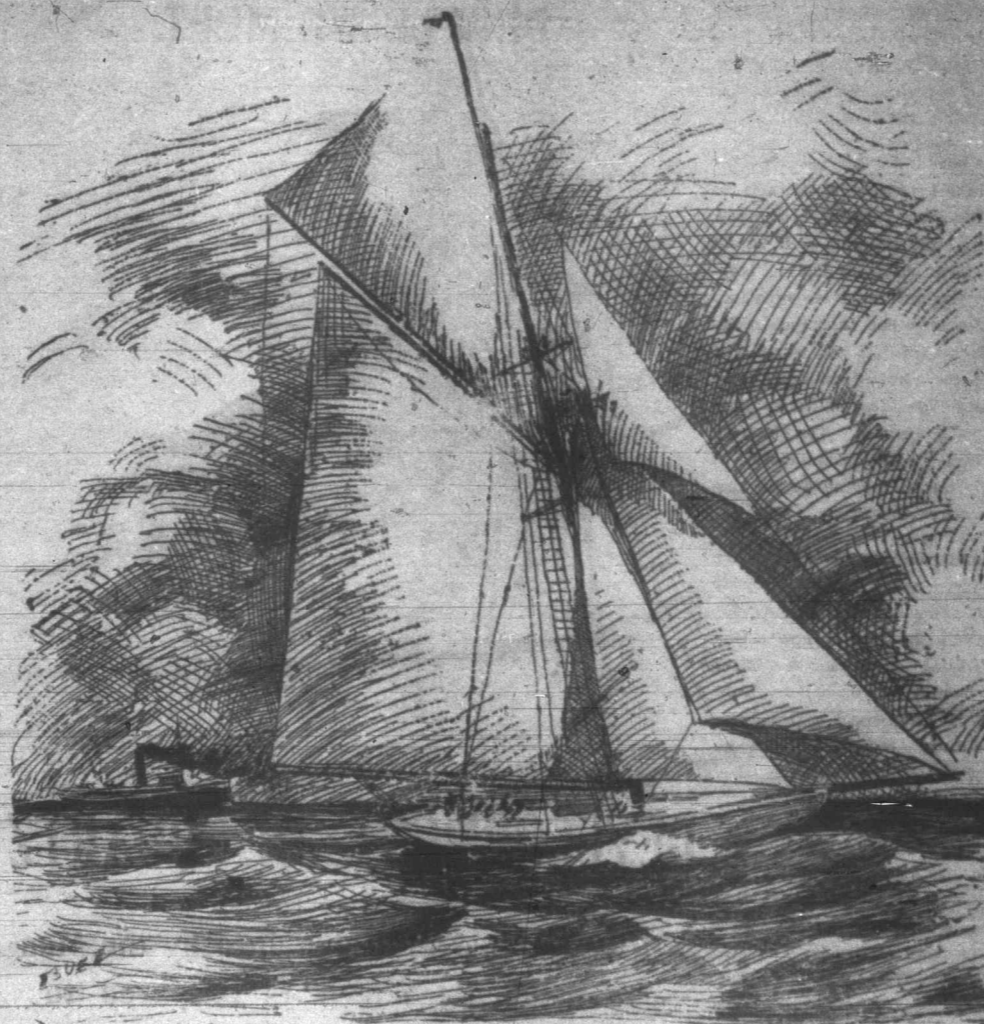
Nome's Short Season.

Nome's open season is already nearly at end. This is the report brought to Seattle by the steamship Centennial, which has just arrived from the north. Pursuer McDonald, of the Centennial, states that the ice is forming each night in low places, and that frost lies along the creeks.

"The indications," said Mr. McDonald, "point to the fact that Nome is to have an early winter following the late spring. Cold weather is coming on before the Centennial reached Bering Sea. Gold is now beginning to come in at Nome at a good rate, and all indications are that the next ships returning to port from Nome will have large amounts of treasure. The Centennial brought \$250,000 in the care of Pursuer McDonald. Of this \$250,000 belongs to the Wild Goose Mining Company, and is consigned to the Scandinavian-American bank of this city. The Northwest Commercial Company also sent down a large consignment. By far the greater portion of the quarter of a million, however, was contained in individual pokes, the contents of which ran from \$50 to \$5000.

Gold is coming into Nome from Teller and from Gold Run. A peculiar feature about the latter is the fact that the large amount of claim jumping and disputes during the early part of the season caused caution on the part of many claim owners, and these said nothing of the richness of their property. Now, however, this richness is beginning to manifest itself in the season's yield.

Capt. Comardi, of the Centennial, reports that of the voyage to Nome he picked up the second mate and six of the crew of the schooner James Bennett, of San Francisco. The Bennett went ashore on Unimak Island August 7. Her crew was picked up August 21. During their stay on the island they had plenty of provisions, and even lived for a large portion of the time a board the wrecked schooner. They were brought from Nome to Seattle.—Alaskan.



CUP DEFENDER, COLUMBIA.

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COLUMBIA WINS FIRST RACE

The American Cup Defender Draws First Blood in the International Yacht Contest—The Race a Very Close One—Columbia Finally Winning by Only Two Boat Lengths.

New York, Sept. 28.—Columbia was the first in the series of international yacht races amid the plaudits of admiring thousands who crowded aboard all manner of craft to witness the great contest. The wind continued exasperatingly light as in the previous trial, but the race was accomplished within the time limit. Shamrock took the lead at the start and held steadily ahead of her opponent until the turn was reached. On the run in Columbia forged steadily ahead, overtaking Shamrock and winning the first race by two boat lengths. It was the most closely contested race that has ever occurred in the history of international contests. The result hung in the balance almost until the completion of the race. Columbia's time allowance of forty-six seconds gives her the race by one and one-quarter minutes.

New York, Sept. 27.—The opinion of both American and British appears to have crystallized into the belief that the Shamrock will fail to lift the cup from America. The incomplete race of yesterday fully demonstrated the fact that the Columbia can out-sail the Shamrock under light winds, while last year it was demonstrated that a half gale suits the Columbia to perfection. Yesterday's incomplete race will be re-sailed tomorrow over the entire course, fifteen miles out and back.

The members of the Board of Trade are requested to meet at the Board of Trade rooms at 2 o'clock and will march to the hall in a body.

THE MEMORIAL SERVICES

The memorial exercises to commemorate the assassination of President McKinley will be held tomorrow afternoon at 3 o'clock sharp at the Savoy Theatre. The request has been made for the fraternal organizations to assemble and march to the theatre in bodies where they will occupy seats reserved for them.

The Arctic Brotherhood, Fraternal Order of Eagles and Knights of Pythias will meet at 2 o'clock at McDonald hall.

The Pioneers will gather at 2 o'clock at their hall and the Masons will meet at the Masonic Temple at the same hour.

The order of exercises will be as follows: Introductory address, Mr. F. T. Congdon, acting commissioner of the Yukon Territory; address, Mr. Falcon Joslin; address, Mr. Chas. McDonald; invocation; Rev. J. R. H. Warren; hymn, "Nearer My God, to Thee"; prayer, Rev. J. R. H. Warren; hymn, "Lead, Kindly Light"; reading of scripture, Rev. Dr. Grant; hymn, "O God, Our Help in Ages Past"; sermon, "Triumph Over Death," benediction, Rev. Dr. Grant.

GOVERNOR ROSS AT SKAGWAY

Skagway, Sept. 28.—Governor J. H. Ross of the Yukon Territory and two sons arrived here on the steamer Hating this morning. Other arrivals for Dawson were: Mrs. Brown, wife of the territorial secretary; Mrs. Thompson, wife of Police Surgeon Thompson, and five children; also Mining Inspector Robertson and bride, former Miss Lila Thayer of Boston. They were married in Seattle just previous to starting north.

The steamer Humbolt arrived last night.

Other Dawsonites en route from Lower Points.

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HERE IS AN EXCEPTION

L. A. Sifton Declines an Honorable Appointment.

Ottawa, Sept. 27.—L. A. Sifton has declined the appointment as chief justice of the territories.

Turkish Trouble.

London, Sept. 28.—Trouble is again threatened with the Turks. Great Britain is massing a fleet of war vessels in the Persian Gulf. The circumstances of the difficulty have not been disclosed.

WAR IS DECLARED

Venezuela and Colombia Are at Loggerheads.

Washington, Sept. 27.—The officers of Venezuela and Colombia have reached such a stage that Venezuela will formally declare war tomorrow.

Inquiry Adjourned.

Vancouver, Sept. 28.—The Islander inquiry has been adjourned for a period of three weeks, to admit of securing important witnesses whose testimony is essential to the case.

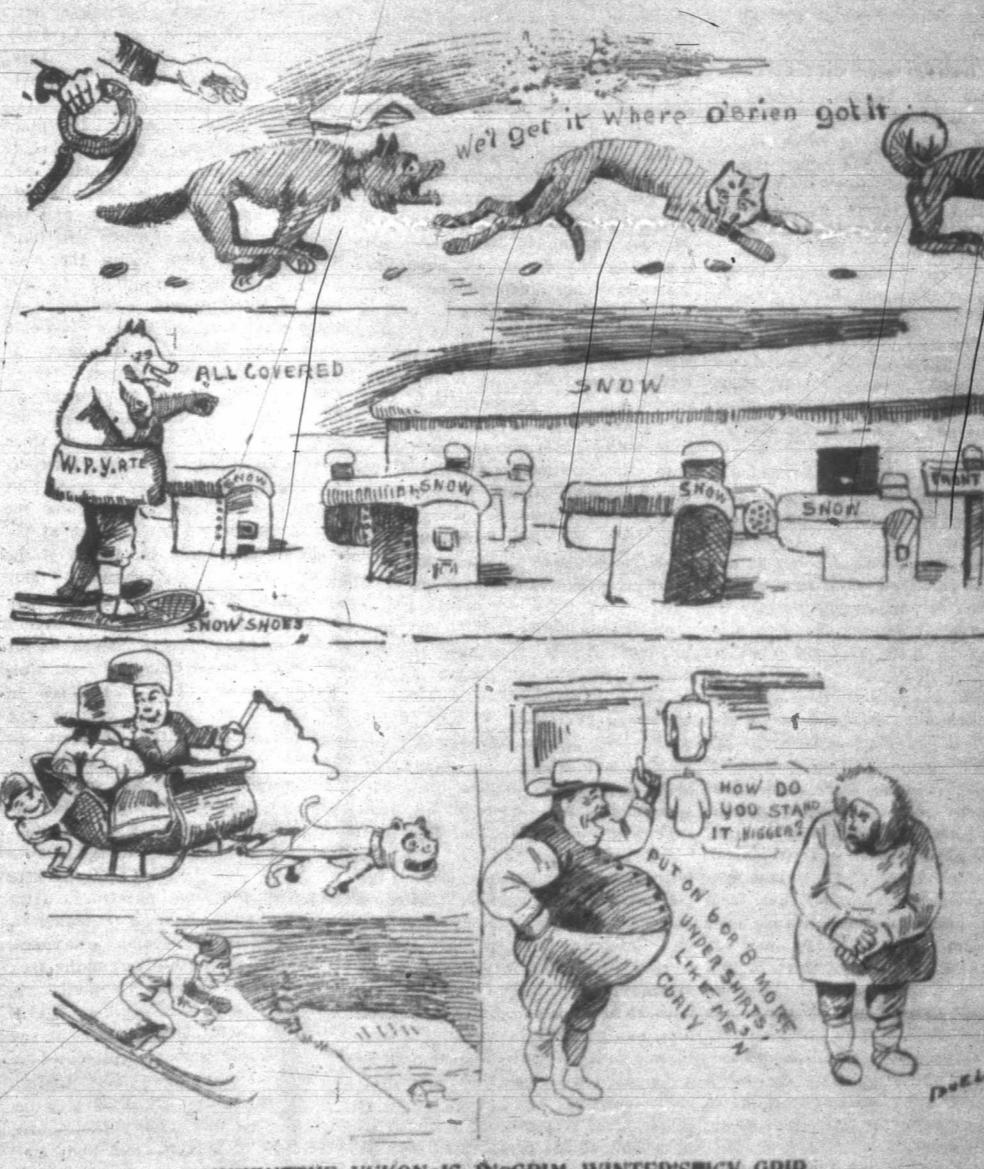
TRAVELING WESTWARD

The Duke and Duchess at Regina Yesterday.

Regina, Sept. 27.—The Duke and Duchess of Cornwall and York were here today, leaving this evening for the westward.

Railway Union.

Montreal, Sept. 28.—Steps are being taken to effect the organization of a fraternal railway union in Canada. It is hoped to include all lines in the Dominion.



WHEN THE YUKON IS IN GRIM WINTER'S GRIP.

For Skagway Route.

Victoria, B. C., Sept. 12.—A new steamer is to be secured for next season to take the place of the lost steamer Islander on the Skagway route. While no announcement is made by the company in this connection, it is a well known fact that the matter has been taken up by the head office of the Canadian Pacific Navigation fleet, and Capt. J. W. Troupe,

manager of the Canadian Pacific Navigation Company, will leave in the near future for Montreal to discuss the plans for the new Alaskan liner, which will be as was the Islander—if not the best, one of the best steamers of the Lynn Canal route. Whether a new steamer will be built for the service of a vessel suited to the requirements of the trade purchased, has not been decided, but

it is understood that the former course is most in favor.

The surviving members of the crew of the steamer Islander, the greater number of whom have been held here to give evidence before the court of inquiry, are to be drafted to other steamers of the fleet, the majority going to the Hating.

If you want a fine room try the Fairview hotel.

WAS AFTER M'KINLEY

A Cank Attempted to Enter His Carriage in Arizona.

Phoenix, Ariz., Sept. 7.—An attempt on the life of President McKinley in Phoenix May 7th while the presidential party was on its western tour has just been made known to the public. The press did not give publicity to the incident at the time owing to an effort on the part of the police to locate the would-be assassin.

Mr. McKinley rode with Governor Murphy in the carriage surrounded by an escort of rough riders. As the procession proceeded along Washington street a man sprung from the fence moving through and attempted to climb into the president's carriage. He had one hand on the back of the seat and one foot on the carriage step. Several rough riders discovered that he was armed and seized him as he drew himself up and before he could make a movement toward him back. He was swallowed up in the crowd that was gazing intently at the distinguished occupant of the carriage and few persons witnessed the incident. The president himself didn't see it. The rough riders attempted to recapture him, but he escaped among the throng and who thronged the sidewalks.

Rates precautions were thrown about the president and although he mingled freely with the people during his trip through the territory, walking among miners and laboring men, he was not exposed during the balance of the day in Phoenix and shook the hands of but a few of the selected guests at the capitol building. The man who the police strongly believe attempted the president's life was of medium size and a stranger here. He is said to have preceded the president to Phoenix but two days.

VARIOUS OFFENCES

Brought Forth Fines in Police Court Today.

Messrs. Penn and Tomlinson of the Canadian Yukon Lumber Co. were this morning bound over to the territorial court by Magistrate MacCusker on the charge of disposing of a raft of logs while under seizure by the crown timber agent.

Thos. Blalock, an employee of the Klondike Mill Co., was fined \$10 and costs for assaulting Joe Harding, another employee of the same firm. The assault was committed, according to the testimony, by Blalock, who did not think Harding was earning his salary. He remonstrated with Harding and received the reply to attempt to hit his own affairs, upon which he became exasperated and struck Harding a blow on the head which knocked him out. The magistrat stated that he did not have any provocation to strike Harding, and for taking the law into his own hands instead of putting his case into proper hands he would impose the fine above stated.

Mr. G. Brimstone, of the firm of Brimstone & Stewart, was fined \$10 and costs for having a structure in his yard with a covering of tar paper, which was in violation of the fire protection ordinance.

Mr. G. C. Angelo was fined \$10 and costs for allowing an accumulation of garbage and filth on his premises.

Sheriff His Vacation.

Sheriff Ellberg has secured a leave of absence and will leave next week on a vacation to the outside. He will visit his old home in Kingston and spend some time in New York and other eastern cities, returning to Dawson over the ice in January. During his absence the office will be in charge of Deputy Sheriff "Jack" Ellips.

For Sale.—Good East End Cabs and team. Doing good business. A bargain if taken at once.