The Enquiry Has Opened

Anthracite Coal Strike Commission Gets Down to Work.

President Baer Declines to Recognize the Mine Workers As a Union.

Mr. Mitchell Presents the Demands That Preceded the Deadlock.

Washington, D. C., Oct. 27.—The anthracite coal strike commission today, in the hearing room of the Interstate Commerce commission, held its first conference with the parties to the controversy in the anthracite regions. There was a full representation of both operators and miners and members of the press and other interested parties were present. The commission occupied the elevated seats generally filled by members of the Interstate Commerce commission, Judge Gray, as president, occupying the centre seat, Messrs. Wright, Watkins and Clark the seats to the right of him in the order named, while Messrs. Wilson, Bishop, Spaulding and Parker sat on the left, in the order of their names.

The proceedings covered about two hours time, and were given up entirely to a discussion of the time and method of proceedings with the proposed investigation. The commission decided to begin work next Thursday morning at 9 o'clock, the first day of the investigation to be devoted to an examination of the mines and homes of the miners, starting in the vicinity of Scranton. The entire anthracite field will be covered. There was considerable discussion over a proposition made by the commission to have expert accountants appointed to audit statements of wages and classifying of miners to be made to the operators for the use of the commission, but no results was reached on this point, beyond the announcement by the chairman of the commission's intention to appoint such an accountant in case his services should be necessary.

During the progress of the meeting, Mr. Mitchell, as the representative of the miners, presented a copy of the original declaration of the miners as formulated by the Shamokin convention as the basis of demands of the miners. This demand is, first, for an increase of 20 per cent. in wages of those not engaged by the day; second, a reduction of 20 per cent. in working hours of those engaged by the day; third, the payment for coal mined by weight at a minimum rate of 60 cents per ton of 2,240 pounds; fourth, a wage agreement between the operators and the miners for adjustment of wages. Mr. Baer, on the part of the coal operators, took exception to Mr. Mitchell's appearance before the commission as a representative of the Mine Workers' union, but said that he had no objection to his presence as a representative of the strikers as such in their individual capacity.

The commission made no attempt to settle the controversy, but it was apparent that the recognition of the miners union would be an important and knotty problem for the arbitrators.

Washington, Oct. 27.—The anthracite coal strike commission met at 2 o'clock this afternoon in the hearing room of the Interstate Commerce commission. All the members of the commission were present, occupying seats upon the bench. President Mitchell, of the United Mine Workers, and District President Fahey appeared for the miners, and the coal carrying roads were represented by President Baer, of the Philadelphia & Reading; E. B. Thomas, chairman of the Erie directors; Alfred Walter, president of the Lehigh valley; W. H. Truesdale, president of the Delaware, Lackawana & Western; David Wilcox, vice-president of the Scranton Coal company, and the Elk Mill Coal & Iron company; J. B. Torrey, attorney for the Lehigh Valley company.

Judge Gray, president of the commission, read the order of the President creating the commission, and in a general way outlined the procedure to be allowed in the presentation of the issues. He said that in accordance with the immemorial practice among English-speaking people, the commission would first receive the statements or demands of the miners, who were to be regarded, for the purposes of this case, as the prosecutors. The reply of the other side could then be heard, Judge Gray said, in order that the commission might have before it a definite issue.

At the conclusion of Judge Gray's remarks President Mitchell said that he had with him the formal demands made by the miners upon the operators. At the suggestion of Judge Gray he read the demands adopted by the Shamokin convention, the rejection of which resulted in the strike.

Walter Edward Weyl was also present as a representative of the miners.

The hearing room was crowded with the people interested in the case, and with spectators. President Baer objected to the appearance of Mr. Mitchell as a representative of the United Mine Workers of America, but said he had no objection to Mitchell's appearance as a representative of the anthracite coal miners generally.

Mr. Baer's objection was to avoid the recognition of the Mine Workers Union as an order.

Mr. Mitchell replied that the objection as to his status was not involved in the case. He said that he appeared as a representative of the anthracite coal miners, and distinctly refrained in his reply from mentioning the union.

Presidents Baer and Thomas suggested that the commission proceed at once to the coal fields in order that it might be informed at the outset as to the conditions there. It was agreed that Mr. Mitchell should file with the commission next Monday a detailed statement of the claims of the miners. The statement he read today was a preliminary statement of the case. The representatives of the operators announced that they would file an answer to this statement of Mr. Mitchell on Monday within three days of that time.

It was suggested that each side to the controversy appoint an expert to go through the books of the coal companies to secure data upon which to work, but President Baer and other representatives of the companies immediately objected, and suggested that they would furnish whatever information it needed.

This question precipitated a long discussion, in which the coal presidents and the miners representatives took part.

On the discussion over opening the books to the experts, Mr. Baer said the operators would be prepared to meet the miners in the region and to assist in giving all information. Many of the individual operators are not represented, and they were not consulted, and were not compromised by the letter he had written. Judge Gray suggested that they could be represented. At the meeting which of the companies could be taken up first, and the place of meeting could be determined by the coal company taking up. Mr. Baer said that the cause of each coal company would be dealt with separately. He would contend for the sliding scale on the regulation of wages. He said: "I shall urge the adoption of that profit-sharing plan, which gave us peace formerly in our relation to our employees."

Mr. Thomas, of the Hillside Iron and Coal, and the Pennsylvania Coal company, said he noticed the word "arbitration" had been applied to the commission's work, while he wanted it considered as an investigation. Judge Gray said that the President's instructions settled that it was an arbitration.

Mr. Thomas also urged that the conditions in each of the mining companies were different, and could only be considered separately, he thought more progress could be made by an examination of the coal region. He thought as many of the interests involved by the controversy were represented in New York, some of the hearings should be held in that city. The suggestion that both sides appoint experts to examine the books of the companies, was made by Judge Gray, the chairman of the commission.

Mr. Baer, after expressing his disinclination to accept this suggestion said that his company would submit their payrolls under oath of their accountant. He said they now had 70 clerks working day and night compiling data for the commission. President Mitchell said that it would facilitate the work of the commission if it would accept a general statement on those issues that affect all the companies, and the mine workers alike, for instance the question of shorter hours. Mr. Truesdale said that his company had a plan by which it was hoped to speedily adjust the differences between his company and the men. His plan was for the miners to appoint a commission to meet a commission of his company and discuss their grievances, and if there were any such that could not be settled, then those issues should go before the commission for final arbitration.

The commission adjourned to meet in Scranton next Thursday morning. Before adjourning it was agreed that the operators shall submit sworn statements as to their payrolls, etc, and that Mr. Mitchell shall have an opportunity of verifying them through the miners. If discrepancies are found it was agreed the commission shall appoint an auditor, whose findings shall govern the commission.

While the commission was in session the mine operators proposed to place a special train at the disposal of the commission, if it was decided to visit the mines. After the adjournment the commission in executive session decided to reject this offer of the operators.

Wilkesbarre, Pa., Oct. 27.—More coal was mined and more men were employed in mining today than any day since the mines in the anthracite region resumed work. The only districts that lag behind in the output are Lehigh and Mahony. The individual operators and their employees in those districts are still at loggerheads. In the Wyoming and Lackawanna regions all the collieries are in operation with the exception of a few which are still under water. The Delaware, Lackawanna & Western, the Delaware & Hudson, the Lehigh and Wilkesbarre, the Erie and the Ontario and Western all had large outputs today, and heavy trains of coal were moved rapidly to seaboard points. The miners and laborers who left the region during the strike are returning in large numbers.

The Training Of Soldiers

Successful Opening of the Fifth Regiment's School of Instruction.

Many Interesting and Valuable Changes In Infantry Evolutions.

A great deal of interest is exhibited by the non-commissioned officers and men of the Fifth Regiment in the present school of instruction carried on in the Drill hall, the numbers attending increasing every night. The class started with 30, and the second night was increased to 40, and by the way the work has been taken up, there is no doubt that the class will be steadily augmented. The men are greatly interested in the new infantry training, in which there is practically none of the old '96 drill retained; the new turnings are a decided improvement, taking less time, and being much smarter. It does not matter which way a company is now turned, it is considered to be at its front. There are now fifteen commanders to a company—the captain, two lieutenants, four section commanders and eight squad commanders—also in the field, sixteen group commanders in addition to the above; so it is quite apparent that when in extended formation the captain must depend on his subordinate commanders to carry out his wishes, which must be clearly explained by him, before the company moves off; and on the intelligence of the squad commander and the men, depends the success of the movement.

In the firing exercise of '96, volley firing was the rule, independent firing the exception. It is now the opposite, independent, slow, rapid or magazine, being used for nearly everything. Volleys are still taught, but used only in special cases; therefore it is evident that a man nowadays is not compelled to press the trigger till he is satisfied that his sights are aligned on the object aimed at, the result must be more effective shooting.

The formation known as "line, or lines of columns," is to be adopted when moving through a wooded or broken country, when exposed to distant artillery fire, or preparatory to an extension into a line or lines of skirmishes. This formation is not suitable for an enclosed space, as an interval of 25 to 200 yards and a distance of not less than 300, must be maintained; but for coming into extended order, changing direction and the rapidity with which fire can be brought to bear on an object in any direction, and yet offering in itself the smallest possible target to the enemy, this movement cannot be improved on.

PANAMA CANAL

Colombia Wants Better Terms From States.

Washington, D. C., Oct. 27.—The long expected response of the Colombian government to the proposition made by the State department for the negotiation of a canal treaty on the lines of the Spooner Act, has reached Washington, and was presented to the State Department today by Mr. Herran, the secretary of the Colombian legation. It is difficult to learn the exact nature of this communication, but it is known that it is not altogether an unqualified acceptance of the State Department proposition. It is, however, friendly and does not close negotiations by any means, though it unquestionably sets back the date of final agreement by opening up new topics for argument. For one thing the Colombian government now is virtually dissatisfied with the small amount of payment to be made to it by the United States under the terms of the protocol which is proposed to use as the basis of the treaty. The sum is $7,000,000. Colombia wants at least $10,000,000 more over the original proposal. Colombian asks the United States to agree at once to a lump yearly payment of $600,000 which will considerably increase the immediate cost of the enterprise. The Colombian government clings to its contention, that it has no authority to alienate any Colombian territory and reiterates that the best it can do to meet the language of the Spooner act which looks to perpetual coutrol by the United States over the canal strip is to make a 100 year lease with a district stipulation that the same shall be renewable by the United States at the expiration of the first century.

Salubrious Port Renfrew

Coast Settlement Where People Never Die Except By Accident.

Logging and Sawmill Operations—Fine Scenery, Good Fishing and Shooting.

From an Occasional Correspondent.

Port Renfrew, Oct. 26.—It is some months since I sent you news from this port, and as it is rapidly increasing in importance and has been the fashionable trip of the season among the select few, I will endeavor to put down all I know, for the benefit of those who perhaps might be tempted to go next season unprepared. First of all, let the ignorant remember there is no hotel at present. There is a general supposition that the large and picturesque house near the wharf is for the accommodation of visitors. It is not. The owner uses it as his private residence. Also the wharf employees and the many men engaged by Mr. H. E. Newton on his numerous works live there. True, Mr. Newton is hospitality itself, and many gentlemen have been put up there when down on a shooting expedition, and sometimes, in Mr. Newton's absence of course, in all innocence, when they have demanded their bill, have been informed it was not a hotel, and that they had been entertained free.

Port Renfrew is one of the healthiest places on earth, and will, sooner or later, become a health resort. It is especially good for rheumatism and bronchitis. The normal condition of the men working through the winter is to be soaking wet; yet no one hears of rheumatism, neither do the Indians, of whom there are a large tribe, suffer. I was informed that nobody died in Port Renfrew; they were only killed. As a matter of fact, I believe only two deaths are recorded in the last seven years—one was caused by an explosion of dynamite, and the other by a falling tree. Father went down as an experiment, having suffered from bronchitis two years, a legacy from frequent attacks of grippe, and though I slept in a highly aerated room, in which there were several unclosable doors, and not one unbroken window, and though the house was quite unfurnished, being unlined, daylight between the rustics, etc., I lost my cough at once, and developed so healthy an appetite that the plainest food seemed delicious.

The botanical station is the first object of interest on entering the harbor, and from it to the wharf, a distance of three miles, on a trail cut through the densest forest.

Messrs. Becker & Company are felling the forests ad lib., and towing them in vast booms to Seattle. At the rate this company are working it should mean large figures to the government exchequer. There are three streams of men, so one of them informed me, constantly coming and going between Seattle and Port Renfrew—those en route to work, those leaving it, and those temporarily resident. No Canadians are employed, the labor is entirely alien. I thought to myself were our laws really laws and not merely enactments, what a pretty addition to our next budget the poll tax of these men would be. Why do not we combine to enforce it? Port Renfrew might under those circumstances be allowed an especial member of her own; but my first prophecy of two years back will yet be more than locally true. Port Renfrew will in the future be in more senses than one the first city on the Straits. Next year there is talk of steel works being erected on the Gordon side. There is also talk of a small hotel going up in the vicinity of the San Juan Lumber Company mill. This company is gradually making its way, and have increased their output from 30,000 feet of last year to 150,000 feet this year. The company have covered the season's expenses and hope with further additions to their plant and a steam logger behind the mill, to be in a position to quadruple their output and to supply the local trade, of which there are indications of a great increase.

It is a most picturesque sight to see the Indians going up to the mill in their ancient war canoes towing logs behind, to be made into booms at the mill. They are exceedingly particular about the cut of their timber, and generally require it doubly planed. There is a large reservation exclusively for their use, and now the mill is handy they have all started to build good houses.

The scenery is most beautiful, the mountains covered to their tops by trees; the rivers are full of fish, a dozen pounders are speedily caught, or rather speared; trout jump into your canoe, all ready to be fried, and there are all sorts of duck. I also saw grouse, but no pheasants. There are deer and panthers, and small black bear. One has his habitation near the mill, and generally is found about 10 or 11 p.m., ready to say good night to the belated traveler. Nobody would think of shooting him. He is quite looked upon as a friend.

I have a great deal more to tell about Port Renfrew, but will reserve it for my next letter. I ought, however, to mention the reported existance of a gasoline launch which is said to ply between Neah Bay and Port Renfrew, chiefly at night, and whiskey is abundant. Where is the revenue cutter?

RENFREW.

ACCUSED OF ARSON.

John A. Manly Arrested on Serious Charge.

John A. Manly, formerly mayor of Grand Forks, one of its best known and most prominent citizens and chief engineer of the Kettle Valley lines, was arrested last week on a charge of complicity in the burning of the Escalot hotel at Columbia, B. C., about three years ago. Mr. Manly was at his home when the arrest was made and quietly submitted to the provincial police. Later in the day he was released on $15,000 bail, which he had no difficulty in furnishing. Few men in eastern British Columbia are so well known as John A. Manly. He served the city as mayor through a turbulent time when both the Kettle Valley lines and the Washington & Great Northern were fighting for an entrance to Republic camp, Washington. Manly was chief engineer and one of the leading promoters of the Kettle Valley lines. Manly has a home at Grand Forks and has various business interests.

Three years ago, when Mr. Manly was proprietor of the Yale hotel at Columbia, B. C., which was a booming rival nearby town, the Escalot hotel at Columbia divided patronage with the Yale, and one night the Escalot hotel was burned to the ground. The finding of inflammable material at the time of the blaze gave the clue to incendiary origin. Two men were sent to prison for the crime. Mr. Manly went to the United States side, where he remained a long time; until the trial was over. No charge had been made against him, though he was suspected by detectives.

The private detectives finally gave up the matter and the provincial police took it up. They have been quietly working on the case, and caused the arrest of Manly.

KILLED AT DAWSON.

Brockville Man Loses Life in Mine Accident.

Brockville, Ont., Oct. 27.—(Special)—Mr. F. I. Ritchie received a telegram from Joseph Clarke, dated Dawson City, on Saturday, at 4 p.m., containing news of the death in Yukon of Herbert Grant, second son of Mr. James Grant, Glenn Road. Deceased was killed in a mining accident.

CAPTAIN BERNIER.

Needs Twenty Thousand Dollars For His Expedition.

Toronto, Oct. 27.—(Special.)—Capt. J. E. Bernier lectured to rather a small audience this evening on his proposed expedition in search of the North Pole. He explained that the Dominion government had promised him $50,000 if he could raise a like amount. So far he has succeeded in raising only $30,000 and he intimated rather plainly that if he did not soon succeed in raising the balance, he would abandon the enterprise, so far at least, as Canada is concerned.

LOOKS LIKE MURDER.

Body of Chicago Man Found With Bullet Wound in Head.

Chicago, Ills., Oct. 27.—The corpse of Nels. Anderson, said to have been one of the best known steamship men in the country, was found today in a clump of bushes on the Washington park golf links by a passing policeman. There was a bullet hole in the man's head, but no weapons of any kind can be found. Anderson was at one time the general agent of the White Star Steamship company, and was connected also with the Atlantic Steamship company. His representing the mercantile, banking

IRISH UNDER SECRETARY.

Sir Anthony Patrick MacDonnell Appointed.

London, Oct. 27.—In its issue this morning the Daily News says it hears that the chief secretary for Ireland, Wyndham, has appointed Sir Anthony Patrick MacDonnell to the post of permanent under secretary for Ireland, in succession to Sir David Harrell, who retires on account of having reached the age limit. The paper congratulates Mr. Wyndham on his promising appointment, holding that Sir Anthony's broad views and his liberal dealings with the land question in India during his administration are good auguries for Ireland.

NOTED WRITER DEAD.

Elizabeth Cady Stanton Passed Away.

New York, Oct. 26.—Elizabeth Cady Stanton, the well known woman suffragist, died today at her home in West Ninety-fourth street, in this city. Old age was given as the cause of death. She was conscious almost to the last. About a week ago Mrs. Stanton began to fail rapidly. This became more noticeable last week, and then it was known to the family that her death was only a question of days and hours.

The children with Mrs. Stanton when she died were Mrs. M. F. Lawrence and Mrs. Stanton Blatch, of New York; Henry and Robert L., of New York, lawyers; Theodore, of Paris, and G. Smith, a real estate broker at Warden Cliffe, L. I. The funeral will be held on Wednesday, but the hour has not been set. The interment will be in Woodlawn cemetery.

Sealing Fleet Is Reported

Queen City Tells of Arrival of Many Schooners on West Coast.

Umbrina Is Top Liner With 746 --Eleven Schooners Were Spoken.

The steamer Queen City, Capt. Townsend, returned from a very fast passage to Cape Scott and way ports on the Vancouver Island Coast yesterday afternoon, bringing news of the sealing fleet, 11 of the 14 vessels which went to the Behring Sea being reported, and nine are now at Coast ports awaiting the abatement of strong easterly gales to allow of their completing their voyage to port. At Hesquiot three schooners were in port, the Umbrina, Capt. Haan, which is topliner of the fleet as far as is known, with 746 skins; C. D. Rand, Capt. Searle, with 515 pelts, and Enterprise, Capt. H. Hughes, with 320. At Ahousett the Annie E. Paint, Capt. McKiel, was seen with 413 skins, the Carrie C. W., Capt. McPhee, was in Clayoquot with 685; and the Diana was also at that port with 276 skins. The Favorite, Capt. L. McLean, was in Uclulet with 217 and the Zillah May was at anchor there with 151 pelts below decks. These schooners reported the Victoria with 246. The Arietis is reported with 450, and the Alnoka with 413. The Penelope is reported to have about 450, and when the Beatrice, Borealis and South Bend, which went to the Behring Sea from Copper island, like the Oscar and Hattie, are reported the fleet will all have been heard from.

The catches of the fleet, excepting the two yet to hear from for the spring and Behring Sea cruises, and for the season are as follows:

Schooner.	Coast.	Behring Sea.	Total.
*Aurora	43	...	43
Annie E. Paint	81	434	515
Arietis	167	450	617
Beatrice	137	...	...
C. D. Rand	92	615	507
Carrie C. W.	241	685	926
*Allie I. Alger	324	...	324
Diana	185	276	461
Enterprise	201	320	521
Favorite	73	217	290
*Libbie	148	...	148
*Otto	120	...	120
*Ocean Belle	53	...	53
*Ocean Rover	106	...	106
Penelope	100	450	550
*Teresa	127	...	127
Umbrina	322	746	1068
Victoria	143	246	389
*Vera	53	...	53
Zilla May	75	151	226
Alnoka	204	413	617
*Sadie Turpel	93	...	93

*Did not go to Behring Sea.

As will be seen from the above table, the schooner Umbrina will probably have the top line catch of the year, with 1,068, taken on the sea and on the British Columbia coast.

Steamer Queen City brought a number of passengers. There were Mr. H. H. Padgett, who is working a mine on Cox Island, and Messrs. Holcolm, Cowles, Gwin, Kellogg, Nordstrom, Duffy, Oliver, Scales, Watkins, Gresham and Murdoch, from Quatsino. Mr. and Mrs. Weilsen came from Cape Scott; A. McQueen and M. Sullivan, arrived from Hayes Landing; G. Headley, Mr. Frayne, C. W. Young Dan. Kinney and Rev. Mr. Ellison, from San Juan.

Mr. Nordstrom is the original locator of the Yreka mine. Mr. Holcomb has been working the June property, and Mr. Murdoch, who formerly worked the Yreka, is interested in a new property there.

The Queen City reports that the tramway at the Yreka is not yet completed. The wharf at the cable station has been enlarged, and everything put in order in the large building. Mr. Wilson, superintendent of telegraphs, came down from Bamfield, where he has been superintending the improvements.

Strong easterly winds with heavy rains prevailed during the whole trip, so sealing schooners cannot be expected for a couple of days yet, or until the weather changes.

"Is your son gifted in any way?" asked the visitor. "I should say he is," answered Mrs. Corntossel. "About everything he has was given to him by us."—Washington Star.

Hogan—"An' is he a blooded dog, Mike?" "Blooded? I sh'd say he wuz. W'y, when he wuz a pup th' doc had to bleed him to keep um from bein' a bloodhound, faith!" —Chicago Daily News.

Three Thousand Trips by Charmer

Capt. Rudlin and Officers Celebrate the Festive Occasion at Vancouver.

John C. Potter Comes For Repairs—Cromartyshire is on Way Here.

This morning the steamer Charmer starts on her three thousandth voyage, and that event will be celebrated by a luncheon to be given on board the steamer at Vancouver by Capt. Rudlin and the officers of the ferry steamer. The trips include those made when the steamer was on the Puget Sound route and known then as the steamer Premier, for she made 682 trips in that service, and tomorrow she will make her 2,319th trip to Vancouver. Doubtless there are few who were aware that the well known steamer was to celebrate her three thousandth trip today, and there are few who know the history of the vessel, which is most interesting. The career of the Charmer has been a checkered one, and the story of her existence since she left the yards of her builders, the Union Ironworks of San Francisco, in 1887, is one the telling of which does not allow interest to lag.

In the early nineties the Charmer, then the Premier, was running between Whatcom, Seattle and Tacoma, under the flag of the Canadian Pacific Navigation Company. At that time there was no through rail connection between Vancouver and Seattle, and the Premier received at Whatcom passengers who came West over the C. P. R., and who required transportation to Sound points. Early in 1893 the Premier, an American bottom, was run down off Whidby Island by the steamer Willamette, which later became a collier and was wrecked on Denman Island about two years ago. The Willamette is still running, but under the name Montara. After the collision the Premier was beached at at Whidby Island. She was libeled by the owners of the Willamette, and with the papers on her could not very well be moved from United States waters—at least so thought Uncle Sam's men.

Capt. John Irving was at the head of the C. P. N. Company in those days, and wanted the Premier and wanted her very much. History has it that on July 4, 1893, the Premier suddenly departed from Whidby Island, and to Capt. Johnny O'Brien, now in command of the steamship Eureka, plying between Seattle and Honolulu, is partly ascribed the cause of her removal from that shore. Certain it is, that whoever was at the wheel of the Premier, a call at Port Townsend was omitted, and the Premier steamed across the Strait to Victoria in a damaged condition, even while the United States customs men were making merry on the United States day of Independence.

When the United States customs officials had ceased their jollification and were once more ready to carry out the duties of their work-a-day world, they were minus the Premier, much to their disgust. In Victoria the Premier paid duty ad valorum and secured British duty ad valorem and secured British which she has held ever since. The Charmer has been on the Vancouver-Victoria run for about eight years.

It is needless to remark that the libel suit of the owners of the Willamette never came to trial, and it would also be superfluous to state that the Charmer never so far forgets herself as to visit United States waters, although so long a time has elapsed since she caused the United States officers grievous pain that all might be forgiven.

HERE FOR REPAIRS.

John C. Potter Towed to Esquimalt to Have Her Hull Doctored.

The coal hulk John C. Potter, which stranded in Portier Pass when being towed out of Ladysmith en route to Juneau by the tug Pioneer, arrived in port yesterday to be hauled out on the Esquimalt marine ways for repairs. The John C. Potter was considerably injured as a result of her stranding on the rocks of Portier Pass, and was making considerable water, until the divers patched up her injuries sufficiently to allow of her making the passage to Victoria for repairs. She was leaking so badly when she arrived at Ladysmith that the vessel's pumps were insufficient to keep her free, while the coal was being discharged from her into the bark Kinross, which was loading for Honolulu, and the tug Pioneer's pumps were called into requisition to keep down the water.

CELIA'S CLOSE CALL.

Steamer Schooner Saved from Destruction by Steamer Brooklyn.

The steamer schooner Celia was towed into San Francisco after having a narrow escape from destruction on Friday. The Celia left Port Bragg at noon last Wednesday, and met with such heavy weather that her cargo of redwood lumber shifted. By the time she reached Point Arena, the regular port of call, the vessel was in a bad way, and Capt. Hansen notified his owners, Beadle Bros., of San Francisco, of her condition. They sent orders for the Brooklyn, on her way to San Francisco with a cargo of lumber, to take the Celia in tow for that port. The Brooklyn left Point Arena Thursday evening with her tow. The unusually stiff gale that was blowing from the southeast for the past two days caught the steamers at a great disadvantage for with their cargoes they were unable to stand up against the tremendous seas and high wind. The parting of the hawser left the Celia altogether at the mercy of the waves. She had already become waterlogged, and the flooding of the engine-room made it impossible for the vessel to help herself, and the Brooklyn, after repeated attempts, was forced for a time to abandon the idea of getting another line fast. The Celia's crew abandoned her, and were picked up by the Brooklyn, which afterwards succeeded in getting another line on the Celia, saving her from destruction.

CROMARTYSHIRE COMING.

Vessel Which Sank the La Burgoyne En Route from Manila to Victoria.

The British ship Cromartyshire is now 12 days out on her way to this port from Manila in ballast. The Cromartyshire, which is the latest carrier to be headed towards British Columbia, is a vessel which became notorious a few years ago as a result of her collision with the French liner La Burgoyne, as a result of which so many lives were lost. The Cromartyshire, which was then in command of Capt. Henderson, who came to Victoria in the British ship Largo Law, which carried salmon from the Fraser river to Liverpool last season, collided with the French liner at dead of night some hundreds of miles off the Eastern coast, and reached Halifax with a stove-in bow.

The German bark Antuco, which arrived on Saturday from Caldera, was towed to the Hastings mills last night to load lumber. The British ship Lord Elgin, which arrived from Leith with general cargo, mostly liquors, for Seattle, was towed to the Sound port yesterday morning.

MARINE NOTES.

The barber shop on the Charmer is going to be utilized as a mail room, and in consequence W. Hoffman, the barber, has been laid off till next spring.

MR. CHAMBERLAIN.

Has Decided to Visit South Africa Next Month.

London, Oct. 26.—It is officially announced that Colonial Secretary Chamberlain has decided personally to visit South Africa and examine on the spot the problems presented by the termination of the war and settlement of affairs in the colonies. King Edward has given his approval of this plan which, it is said, has also the full approval of Premier Balfour and the cabinet.

Mr. Chamberlain purposes to start for South Africa toward the end of November and to return the early part of March. His visit will embrace the Cape, Natal, the Orange River Colony and the Transvaal. The Colonial Secretary hopes to have an opportunity to confer, while in South Africa, with representatives of all the different interests concerned, and to consider their views in his future policy.

The striking precedent to be established by Colonial Secretary Chamberlain in visiting a colony during his term of office is a subject of universal and approving comment this morning.

The Daily Telegraph thinks that this step will be the precursor of similar visits to Canada and Australia. Various references are made to the "new diplomacy," and the "new statesmanship," as well as to the political aspects of the absence of the strongest minister at a time when the government is passing through a critical phase of its existence. There also are some hints that Mr. Chamberlain will be glad to be absent during the awkward situations arising from the government's bill. On the whole, however, the Colonial Secretary's decision is warmly welcomed as timely and sensible.

The Times says that it understands that Mrs. Chamberlain, who was Mary Endicott, of Salem, Mass., will accompany her husband to South Africa, and that his son Austen, who is postmaster-general, will answer Colonial Office questions in parliament during his father's absence.

NANAIMO INDIANS.

Think Coming Winter Will Be Severe.

Nanaimo, Oct. 27.—(Special.)—The local Indians believe that the coming winter will be a repetition of that of 1882, when the bay was frozen over. They look upon the recent eclipse as a portent and consequently a large party left this morning for Cameron lake to hunt food, skins, and furs in preparation for their anticipated cold snap.

REFERENDUM CAMPAIGN.

Licensed Victuallers Preparing Sinews of War.

Toronto, Oct. 27.—Secretary Dickie, of the Licensed Victuallers association has issued circulars to hotel keepers notifying them of the levying of an assessment for referendum campaign expenses. Toronto dealers are each taxed $100. In districts where the population is less dense the assessment is not so high.

Comment in London Press

Daily Chronicle Says the Free Traders in Canada Are in Minority.

And Are Too Timid to Dare Put Their Principles in Force.

Toronto, Oct. 27.—The Telegram's special cable from London says: The Daily Chronicle this morning says Canada promises to be prolific in political complications in the near future. So far indications point only to a half-hearted alliance between Mr. Tarte and Borden, but unfortunately for the cause of fiscal freedom, the Canadian free trade party is not strong nor courageous enough to put their principles into full practical force.

The Liverpool Post, referring to the British subsidy for a proposed Canadian fast line, says the Chamber of Shipping of the United Kingdom came forward to oppose such a policy in its initial stage. It is certain that the new departure should not be taken without very clear knowledge of what it involves.

DONATI ACQUITTED.

Golden, B. C., Oct. 27.—(Special)—The assizes opened here this morning, Mr. Justice Irving presiding. The only case on the docket was that of Guissippi Donati, for the murder of Frank Gordon, at Field, on September 16.—Donati was the only Italian in a mason's gang sent to Field to do work on the cut-off, and it appears had been the object of the others' pranks. Five witnesses for the prosecution testified that Donati shot Gordon from his bunk. Dr. Cross, the coroner, testified that he did not think it probable that the bullet could have taken the course it did if the prisoner had been in his bunk. The prisoner gave evidence in his own behalf, and swore that he took his revolver to frighten Gordon away, but that Gordon scuffled with him and the revolver was accidentally discharged. The jury was out for about two hours, and returned the verdict of homicide by misadventure. The prisoner was immediately acquitted.

Heading This Way

Crazy Doukhobors Wandering Over the Prairies and Are Heading West.

Notice of South African Constabulary Entitled to Special Gratuity.

Official Proclamation Makes King's Birthday on May Twenty Fifth.

Winnipeg, Man., Oct. 27.—(Special.)—Arrivals from Yorkton confirm the reports that a large body of Doukhobors are wandering aimlessly over the prairies, having deserted their homes owing to religious mania. They say they have no intentions to commit violence, and are simply "Looking for Jesus." They are now headed British Columbiawards.

Toronto, Ont., Oct. 27.—(Special.)—The arrest of Mrs. Augusta Lauber on October 18, on charges of shoplifting, leads the police to believe that she is Mrs. Augusta Meyer, alias Lauber, who disappeared from her home at 285 North Franklin street, on Monday morning, October 6, fearing that she would be arrested for the murder of her husband.

Friction has again arisen between the street railway and employees, as a result of the suspension of four men who were prominent in its last strike. The employees have demanded an investigation.

Ottawa, Ont., Oct. 27.—(Special.)—Sir Henry Strong sat for the last time on the Supreme court bench today in trial of appeals.

E. B. Eddy, the papermaker, has reached a settlement with his employees regarding their claim for shorter hours. The superintendent agreed to accede to their demands. The new rule is to go into effect on the first Saturday of next year.

The Colonial secretary has sent out a notice to Canada that the special war gratuity will be paid to officers and men who served in the South African Constabulary between October 10, 1899 and 31st of May, 1902.

An order-in-council has been passed placing cotton seed oil for canning fish upon the free list.

A special reservists edition of the official handbook of Canada has been issued in England by the High Commissioner, with a view to attracting to this country some thousands of reservists returned from South Africa.

A proclamation appearing in the Canada Gazette, appoints Monday, May 25, for the observance of the King's birthday.

It is learned at the Indian Department that there is no truth in the report sent out from Helena, Mont., alleging that Canadian officials had sent into the United States Canadian Indians suffering from smallpox.

BRAKEMAN CRUSHED.

Slipped While Making a Flying Shunt.

Port Arthur, Ont., Oct. 27.—Milo Alger, hailing from Aylmer, Que., was horribly crushed between two cars in the Canadian Northern yards. He was seated on the drawhead of a car, making a flying shunt, when he slipped and had his hip and lower part of his body smashed.

DRANK STRYCHNINE.

Mrs. Fred. Glynn Kills Herself.

Havelock, Oct. 27.—(Special)—Mrs. Fred. Glynn, about 19 years of age, committed suicide by taking strychnine this afternoon. Having had some words with her mother early in the afternoon over some local gossip, she walked a mile to where her husband was working to tell him of it, and returned to the house apparently all right. She then went to a drug store and bought five cents' worth of strychnine. When her husband returned from work he found her lying dead in bed.

LAKE STORM.

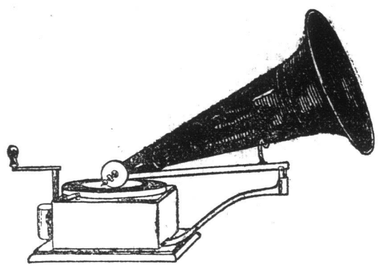
Steamship Alberta Has Thrilling Experience.

Owen Sound, Oct. 27.—Passengers on the steamship Alberta, which arrived here about 11 o'clock yesterday morning, from Sault Ste. Marie, report a most thrilling experience on the passage down. During a hurricane on Sunday morning on Georgian Bay, they encountered very heavy seas and when off Cape Croker the vessel struck upon a rock, causing quite a commotion among those on board. Heavy seas, however, carried her off again, and no harm was done beyond the loss of a blade or two of the propeller and slight injuries to cargo by water.

SCOTTISH MINERS.

Demand Increase of Twelve and a Half Per Cent.

Glasgow, Oct. 27—The Scottish miners have demanded an increase of 12½ per cent. in wages. About 70,000 miners are affected.



—THE—

BERLINER GRAMOPHONE

The winter season now coming on, you want something to pass away the evenings with. Nothing is more entertaining than the Gram-o-Phone. It sings duets, trios, quartettes and choruses; it sings coon songs, plays cake walks and selections from grand and comic opera.

PRICES FROM $16.50 UP. SOLD ON EASY TERMS.

Here are some of our Records: Songs—5038. Dear Heart (from Florodora. 137. Picture Without a Frame. 170. My Old Kentucky Home. 696. Good-Bye Dolley Gray. 274. When the Harvest Days Are Over. Band Pieces—187. Imperial Edward. 803. Reminiscences of Scotland, and over eight hundred others in stock.

Thomas Plimley, Central Cycle Dept.

Sole Agent for Vancouver Island.