

DEWEY YET A HARBORING.

He Has Sent on Hostile Errands Vessels That Cannot Be Recalled for Weeks.

German "Pious Actions" at Manila—Nun-Blood Spilt Before Surrender.

London, Aug. 17.—The Hongkong correspondent of the Times, commenting upon the reticence of the officers and crew of the Kaiserin Augusta says: "The curious attitude of the Germans has provoked a deal of feeling here and some suspicion as to the real object of their secretiveness. The practice has been for cruisers leaving Manila, of whatever nation, to bring the mails of every nationality represented at Manila. The Kaiserin Augusta brought only her own mail.

IN ONTARIO.

Headed off by a Prompt Pointment. An Aug. 12.—It is stated that Lieutenant Colonel Vernon of Lagos, West India Regiment, who was in command of the 12th-24th Ontario last night morning, during which he was struck by a bullet in the chest, in most cases, all of 90. Among those who were killed were Michael Schroder, Brant township, Brant, near Elora, and D. W. Simcoe county.

NEWFOUNDLAND.

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BRITAIN AND RUSSIA.

Settling Their Differences as to China While the British Make Bold Seizure in Asia. London, Aug. 17.—The Daily Graphic says it understands that an exchange of views is occurring at the command of the British and Russian and that negotiations started on Friday are proceeding in a conciliatory spirit on both sides. It is stated that the British are not interested financially or otherwise in the Pekin-Hankow railway nor any railway to acquire it.

SHIPPING ACCIDENT.

A resident of Alert station on the Charnier being the body of his son William Hill, aged 12, who was leaving behind him in hospital his eldest son, from a bullet wound received of the leg. The case is a sad one. The family lived on Wednesday together with another son, John Thyne, started expedition up the Houhe head of Karmutsun a 25-foot boat. When last found themselves from home. Here a appearance and the boat was reached itment of the moment discharged, the ball hole in William Hill's part below the knee, to run one's hand rather was sitting in him and the ball missed in the same place, Thyne was calling after the accident, asking him, it seeming that he for the affair. The strips of canvas the indged up as best the for home was made on delayed progress and voyage was up a very the sufferers were ten Thyne was the eldest and the youngest of the boys was ham, and was watching the news. Without he hastened the two to Alert Bay, sending a message to him to start. This steamer had started Steele had undoubtedly in urgency of the case, wait. On Saturday the North with the express construction of the Esx, came along. The Captain Wabren left that came in very view the boys and asked to have his leg amputated but he would not turn about and to where they were attention. Let in the arrived and the captain to do whatever he explained that he Kingston at Shoal Bay, was being hurriedly the sufferers were his assistance was not refused. She was made in seven hours but not to go further than short of wood and remained of Vancouver. At Henry's leg was by this time had lost to stand the operation afterwards. The neighborhood acted most Mr. Mathers and well filled purse. Mr. McTheis, the manager in the locality, wait-

OUTRAGES BY SPANIARDS.

Ninety Natives in Porto Rico Beheaded for Raising American Flag. Ponce, Porto Rico, Aug. 15.—White flags flutter at the American outposts and all is quiet. The first report of outrages by the Spaniards within their lines was brought to the headquarters of the United States by a priest, who headed a deputation from Oiales. The inhabitants of the place raised a Spanish flag and the Spaniards troops had left. The troops returned, tore down the flag and executed 90 of the inhabitants. The priest appealed to the Americans for protection, but the latter are powerless to interfere in the present circumstances, even though a reign of terror be inaugurated.

BOOTS AND SHOES ARE EASILY CLEANED.

A Scotchman has invented a surveying mechanism for attachment to a bicycle, composed of a frame for supporting a sheet of paper, over which a carriage operates a tracing pencil to indicate the contour of the land, a registering mechanism showing the distance travelled, while the tracings are all made on a prepared scale of distances. Sugar bowls, salt cellars and other dishes requiring a smooth or flat to distribute the contents are formed with a central tubular receptacle fastened to the interior of the bowl by the neck. To prevent articles from sticking to the bottom of a saucepan while cooking a false bottom is provided, consisting of a stout network of wire, with a detachable hooked handle for lifting out the netting.

CENTRE STAR SALE.

Further Particulars of This Latest Investment by Eastern Canadian Capitalists. Rosland, Aug. 15.—The Centre Star mine was sold to-day and it brought the biggest price ever paid for a mining property in the Kootenays. The price was \$2,000,000, and it is a cash transaction. The purchasers are the Gooderham-Blackstock syndicate of Tor-

onto, who own the controlling interest in the War Eagle Consolidating Mining and Development company. The deal has been in progress over a year and the property has been carefully examined by some of the most eminent mining experts in the country. Among them was Captain James Mathies, superintendent of the Vallet. The reports of these experts were unanimously favorable, as they all told the same story of the great extent and permanence of the ore deposits and the large quantities of pay ore in the mine. In the deal Valney D. Williams, who sold the War Eagle to Messrs. Blackstock and Gooderham, acted on behalf of the purchasers and brought it to a successful conclusion.

THE PUGILISTS.

Tommy Ryan Offers to Take Corbett's Place Before Jim McCoy. New York, Aug. 16.—James J. Corbett left his training quarters at Asbury Park to-night for San Francisco. The deal has been in progress over a year and the property has been carefully examined by some of the most eminent mining experts in the country.

RELEASED VOLUNTEERS.

All the Cavalry and Artillery Now in United States to be Released. Washington, Aug. 16.—The war department began the work of mustering out the volunteers which will not be completed, the volunteers which will not be completed, the volunteers which will not be completed.

IN OMINCEA.

That Part of the Province Likely to Come to the Front. The following interesting letter is from a well-known Victoria gentleman to me in this city. On Trail 840 miles from Ashcroft, B.C. July 28, 1898.

WESTERN CHAMPIONS.

Victoria Oarsmen Yesterday Defeated the Winnipeggers and Today Meet the Argonauts. Deceived and Accepted the Race on a Foul and Went Out and Won on Their Merits. Are Favorites in the Betting on the Race for the Championship of America. Manitoa Schools. A Catholic Organ Declares That the Dignity Has Not Been Settled.

THE FALL OF MANILLA.

Washington, Aug. 17.—The two American commanders at Manila, Admiral Dewey and Major General Merritt, united in a despatch which was received here late this afternoon asking for instructions as to the manner of dealing with the various elements, particularly the insurgents, now that the city was occupied by the American forces. After a conference at the White House in which Secretary Alger and Acting Secretary Allen participated, instructions were sent to the two American commanders. The text of the request for instruction and of the answer was not made public, but Secretary Alger summed up the instructions substantially as follows: "The instructions are to enforce law and order and to treat all law abiding citizens alike."

ATLON LAKE THE RAGE.

The excitement over the new gold discoveries at Atlin lake has for the time being caused people to forget the Klondike; and men who arrived yesterday by the Tees from Skagway and Dyea report that everyone there is wild with excitement over the reported finds. There were seven Dawsonians on the Tees—James Lashua, of Fairhaven; E. L. Mallett, S. S. Bogie, H. Scott, E. McCourt and J. A. Leonard—who came out over the Dalton trail, and F. C. Spencer, a Washington man, who came out by way of the Chilkoot. The Dawson men had among them it was estimated \$30,000 in gold dust. The only one of these who had any definite news of the Atlin lake strike was Mr. Spencer. He would have made the trip in an instant had he not been necessitated by an attack of scurvy in the spring followed by dysentery later, and in consequence of the difficulty of getting food suited to a sick man, he was advised by Dr. Richardson to postpone his journey. Mr. Spencer had been having some trouble with the Tees, and he was playing with the Spaniards, requiring aid to observe peace and order.

STROKE O'SULLIVAN.

Stroke O'Sullivan, of the James Bays, seen after the race, was naturally in good humor over the victory. He said: "I would much rather have won the race straight out than to have had to wait for a foul. Of course when another crew gets into your water and you can reach them there is great temptation to do it."

THE GOVERNOR.

I am monarch of all I survey. My word there is none to dispute: I'm a ruler of the world for a while. I'm a potentate, that's what I am. When you meet me, get down and salam. When you speak to me, fall on your knees. I rule over you in these wilds. I rule over you and the people here. The maidens now live for my smiles! I am lord here of man and of brute. So squat on your heels and get down. And let me rule you in proper salam. To the governor of the—Ladrones. Drappesti Oured. Siskin's Valtaler in up of Food District. It is the great thing and liver remedy. Sold at all drug stores.

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THE BRIDGE GAVE WAY.

An Accident on the Coal Railway at Union Results in the Death of Six Men. The Central Span Collapsed and Train and People Plunged into Trent River. By the collapse of the centre span of the Trent river railway bridge yesterday morning, while the first loaded train of the day from the Union colliery was crossing it on its way to the shipping point at Union Bay, the locomotive and 20 cars dropped full 100 feet into the stream below, the cars falling upon each other in the rocky ravine and the majority of those on board the train meeting death or receiving injuries so serious as to make their recovery problematical. The dead are: A. Walker, engineer—Leaves a widow and five children. His death was probably the most unfortunate, for a terrible cut on the head made his agonies short. His intestines were also protruding when his quivering body was picked up, and life was quite extinct. Alexander Mellado, brakeman—Leaves a widow and infant. He was a son of a well-known brick carter at the mines. Both his legs and one arm were cut off, and his internal injuries were of a necessarily fatal nature. Richard Nightingale, contractor—Leaves a widow and family residing in Nanaimo city. He had been paying a visit to the mines on business, and was returning home. William Work—The son of James Work, a stationer and contractor, and the only unmarried man among the white victims of the accident, was on his way to Union, and was carrying a large bundle of his property. It is reported that his neck was instantly broken. Two Japanese workmen, names not recalled, were also killed. The injured are: Hugh Grant, fireman—Has both legs broken, but they cut and amputated. Miss Frances Horne, daughter of William Horne, blacksmith of Union Bay, was scalded and cut, but may recover. Miss Yilla Grieves, daughter of George Grieves, blacksmith of Union Bay, was scalded and cut, but may recover. Miss Yilla Grieves, daughter of George Grieves, blacksmith of Union Bay, was scalded and cut, but may recover. Matt Pacey, the second brakeman, saved himself miraculously by jumping on the swinging wreck of the bridge as the locomotive went over, and crawling back over the trembling timbers to safety. He can give no connected description of the accident, for it was to him all over in an instant. He heard a crash, a plunge of heavy bodies, a sound of rushing steam, and a sound of falling timber, and was conscious of nothing else. When he jumped he could see the train falling, and he looked and called for help. He was picked up and shut off by the clouds of steam and coal dust coming from below. The Trent river coal railway, a private line connecting the mines and the wharves. The bridge, approached by a trestle, spanned a deep ravine, and the river pours between steep and wooded banks at a point seven and a half miles from the coast. The bridge was a steel structure, ten years old, but well maintained and regarded as thoroughly safe for the traffic put upon it. Yesterday's train consisted of the locomotive and twenty cars, each with 23 tons of coal, every one of which went through. It was the long, or river span, that fell. When the first rescue party reached the scene, the engine lay on its side, a mass of tangled iron spread over a pile of boulders, and surrounded by the debris of the bridge. On the other side of the ravine, a coal and iron car, with twisted rails, pipes from the engine, tangled timbers, and beams were strewn everywhere. Nicholas Walker and William Bell were under the bridge when the train went through, waiting for Contractor Nightingale, who was coming to inspect the structure and make repairs where they were found necessary. He was on his way down to the bridge when he met his fate. Bell ran to Union Bay to report the accident, and in a very short time hundreds of willing hands commenced to take the debris apart and to clear the ruin. All the district is naturally thrown into deepest sorrow, and the families of the victims are full of sympathy of the entire community. During the afternoon a special train was put up from Victoria bearing Mr. Dunsmuir, Mr. Bryden, Mr. Pooley, Mr. Joseph Hunter, Mr. Prior, Mr. Bell and others prominently concerned with the disaster. These gentlemen will do all that is possible to facilitate the recovery of the injured. The locomotive is damaged beyond repair, and the majority of the cars are in the same condition. A. G. Franklin and Miss M. Franklin left for San Francisco on the steamer Queen last evening, to visit friends in California.

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