

# Notes From Manila

## Excerpts From the Journals of That City Brought by the Empress.

### A Man Who Wanted To Be Written Dead To Escape a Wife.

Men have committed suicide and men have died, but it is seldom that a man has wanted his obituary written and appeared in person to ask that such be done, yet such was a case which came to the notice of the Manila Times. A copy of that paper received by the Empress of Japan yesterday has the following:

We have received enquiries from Hongkong respecting a report which has reached there of the death of a Mr. Arnold, late of Japan. The report is untrue and we have reason to believe that it was circulated deliberately at the instance of Mr. Arnold himself for motives that are, at any rate, questionable. Our reason for believing so is that Mr. Arnold himself requested us to publish the same false report of his death and gave us his reasons as not very satisfactory. Mr. Arnold first introduced himself to us with a deliberate request that we should publish in the Manila Times, a notice of his death. We asked him whether he was dead or not, for he did not look it. He said no. We asked him if he wished to be dead, because he was so anxious to get away from there, he could either go up to a sentry and deliberately disregard the challenge, at any hour of the day or night, or if that failed to produce the desired effect all he had to do was to slam the sentry in the stomach with a brick. Numerous other ways were suggested whereby he could relieve the world of his presence and we added that we would be delighted to make a notice of his death when true, but this was not what Mr. Arnold wanted, and he seemed to think our suggestions unkind. We explained that any person who deliberately insults us by asking us to publish lies, may expect unkind treatment. He then explained at great length that he had been married about four months and now wished to be unmarried. He had then, he said, a wife and came to Manila, and he wished a report of his death to reach her, then he would assume a new name and start life afresh. He threw out hints that he might favor the editorial staff of the Times with the said truth start in life. We threw out hints that he would not, and that we would see him in good time. We also hinted that we considered his death a private matter and that he was probably attempting to escape from debts as well as from his wife and the more we saw of him and heard from his lips, the more anxious we were to publish a notice of his death. We have not seen him since, but from the letters which have reached us from Hongkong, he has apparently persevered in his intention and has caused reports of his death to reach Hongkong. If so, he should be handed over to the police as early as possible and we trust that the issue of our paper will reach whatever place he is hiding in, whether he is still in Manila or not, and whatever name he goes by now.

He is a short man rather slender, shouldered and at the time of his visit, he had somewhat full dark moustache. What disguise he proposes to adopt, after being announced dead and changing his name, we were unable to provide. He is, and he would probably have lied to us anyhow. We trust that he will not be able to make good his abominable scheme, and will be run to earth wherever he is, and be made to provide for his poor wife in some way or other, though he seemed in the short interview we had with him, to be of a shiftless sort and one who could not earn enough for himself let alone his wife.

The Manila Times has also the following strange story: "While examining the body of a dead Filipino soldier the other day, Private Fairchild, of Company 'I' of the Police, made a curious find; he noted that the front of the dead soldier's shirt was covered with strange engravings. With his curiosity aroused, Fairchild cut the front of the shirt and the engravings were brought to light. They were of the crudest type and resembled the ancient Assyrian figures and letters. The moon in its different quarters figures prominently. Ancient and weird words written at the top in Latin, the rest of the lettering is strange and no one can explain it. A Filipino woman who saw it, questioned on the subject, answered that she saw the engravings on the shirt when she saw the bullet hole and the words were the wife's blood. When questioned by the interpreter she was very reticent, but admitted that such engravings constituted a sacred charm, not of Catholic origin, that the Filipinos believed would protect them from death in battle or no bullet could pass through it. A Spaniard, who was questioned on the subject, answered that it was the sacred coat of a Filipino secret society, similar to the Masons, whose antiquity is very great.

Another item culled from the columns of the Manila paper says the liability of the insurance companies in connection with the recent fire at Manila is being discussed. The Times says most, if not all, of the ordinary insurance policies state explicitly that there is to be no claim in case of fire due to "war or civil commotion of any kind." This, as far as we can see, leaves no room for discussion at all. It seems to us to completely exempt the insurance companies from all liability under ordinary fire policies on property destroyed in the recent fire at Manila. It is a question as to whether the United States government can be called on to pay for the loss, that is a question less easy to answer. In fact, a decision will probably not be arrived at until after some and careful investigation by able jurists. There are insuperable arguments and precedents both for and against. Our own opinion is that the government, having assumed responsibility for the maintenance of order in Manila, is liable for loss caused by these fires, but the government may argue that, if this principle were accepted, consequently, every body in the country and many outside of it have lost by the disturbances and might claim on the same ground.

A correspondent of the Shanghai Mercury writing from Tsing Kingpa says the

town is suffering from a very serious invasion of Famine Refugees.

It has been spread widely abroad that the high officials of this place have been entrusted with considerable funds by the viceroys for distribution to the destitute, and the consequence is that poor people from all the haunts in this northern half of Kiangsu have come trooping thither to receive the expected relief. Many different estimates are given of the actual numbers encamped in and around the city, but the lowest is 40,000, while some compute that there are already over a hundred thousand of these wretched, famishing people there and still they come! So far all that has been officially done is to issue a proclamation with indefinite promises and exhortations to return to their respective home districts; but if something real and substantial is not done soon lively doings of desperate mobs in the neighborhood will be heard of before long. Offers of help by the medical missionaries, and the many sick and dying have been made to the officials, if they will do their best to keep order and provide a place large enough. But no reply has been received. The same reply was given on a similar offer being made last year. "Let them die, there are too many of them and still there are those who come!" The Chinese have nothing to learn, not even from the missionaries!

Placards are being found around Yang-show.

Threatening Foreigners. One was found affixed to the door of the Methodist Episcopal church in the centre of the town. The placard states that the church is to be burnt down and the foreign devils and their associates are to be burnt with it. It is further stated on the placard that if there are any corpses found on the street it is the foreign devils who have committed the murders. There has been a hue and cry over the disappearance of a lad 13 years of age, who disappeared three or four days ago and of whom no trace has been found. It is evident an attempt is being made to fasten this case upon the foreigners and disturb the minds of the people.

### ARRESTED THE CAPTAIN.

Master of the Sovereign Charged With Embezzling \$10,000.

Circle City has witnessed the strange and a delightful case make resting his former captain ere this barring accident. Tom Tritton, the energetic little mate of the Columbia Navigation Company's steamer Sovereign left Dawson City, Yukon, on the 23rd inst. carrying with him a warrant for the arrest of Capt. Donaher, recently removed from the Sovereign, and had a commission as Deputy United States marshal in his pocket to back him up. His commission was issued by United States Marshal Shoup of Sitka.

Donaher is charged with embezzlement in the sum of \$10,000 from the Columbia Navigation Company. Every precaution has been taken against accidents. Donaher was accompanied by a body of men with duplicate warrants at Skagway and Dyes to stop the captain should he come out that way and Tritton will follow his man to St. Michael if necessary.

The Klondike Miner, published at Dawson, gives some additional details regarding the gay and festive life that Capt. Donaher has been leading on the night of his arrest. He says that Donaher on his trips up and down the river on the steamer last summer had a bright-eyed companion in a pretty young girl who passed as Mrs. Donaher. She rode in the pilot house and Donaher was often on the long trips or drank sparkling champagne which the rich Klondike passengers paid for.

### STEAMER CAPSIZED.

Details of the Loss of the Chilkat and Ten Lives.

Eureka, Cal., April 8. Particulars are now given regarding the loss of the steamer Chilkat and ten lives. The vessel, which had on board nineteen persons, capsized while crossing the Humbolt Bar. Of the deck crew, six were in a boat and were picked up by the steamer North Fork which had passed out just ahead of the Chilkat. They were carried on to San Francisco and will reach there to-morrow. Three were taken out of the water by men at the life-saving station and are now in this city. They are Mate Jensen, Fireman Hansen and passenger Jensen. From them the cause of the wreck was learned. The Chilkat was almost over the bar when a big sea struck her forward, carrying the wheel house and the wheel, disabling her steering gear and smashing her upper works generally. The captain called for a block to try a temporary steering gear, but before anything could be done the helmsman fell into the trough of the sea and the men came piling up from below with the information that the water had poured down below and put out the lights. The ship was entirely helpless and another breaker went over her. Every body on board got up on the hurricane deck and an attempt was made to get the small boats clear. The breakers followed each other fast and the fourth and fifth struck the ship in such a way as to turn her upside down. It is believed the men rescued by the North Fork managed to get out of the small boats drift after the steamer went over. Morser says he saw the boat launched, that there was not time before they were all in the water. Morser tells a graphic tale of the buffering he received in the water. Then stopped at Bennett. The captain intends to haul it over the ice to the end of the lake, and across the two and a half miles of a comparatively low ridge to Atlin lake, and there she will be opened for the summer. Captain Irving believes he will be able easily to accomplish this great pull, as he has many times in the past. Then stepped out Wallace Langley of Victoria, at Bennett. He had 125 tons of railway supplies with him.

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# Destitution at Dawson

## Capt. McLean Fears There Will Be Bread Riots in the Klondike.

### The Returned Vancouverite Talks of the Northwestern Eldorado.

After an absence of just about a year Captain Archie McLean, the leader of Colonel Domville's Klondike expedition, has returned to Vancouver from the north. The captain has been away since June, and though he has gone over a good deal of ground, and through a large number of difficulties, he is looking as well as ever. He has come back now to Vancouver to confer with Mr. Trevelyan-James of the Klondike, Yukon and Stewart Pioneers, as to what the future plans and operations of the company will be.

"Captain Jack Cates and I left Dawson on March 23rd," said Captain McLean, "and were just 14 days of actual travel in coming out over the trail. Since then I have spent several days at Bennett and a week at Skagway, trying to find out something about Atlin, and then we came down on the Danube to Victoria.

"Yes," continued the captain, "fourteen days is pretty quick time to make the trip, but we had Captain Cates' team of five dogs, and they are the best that could be procured in the Klondike so there was no need to lose any time. Cates will bring his dogs down to Vancouver shortly, and you can look for a swell being out here when they arrive. These dogs have never yet been out to civilization, for they were born in the Klondike, at the head of Porcupine. Yes, we have heard of cent, large animals, being cross-bred between Scotch staghound and timber wolf. Cates paid \$1,500 for the team of five, so you can guess that they are no ordinary kind of dogs. I expect, will be in Vancouver to-morrow. He has sold out everything at a good figure and has done very well, and he says he is done with the north for good.

"Coming out, I spent a day at White Horse Rapids, looking over our steamer. The James Domville. We pulled up as near as possible to shore in an eddy just below the rapids, and fastened her there for the winter. Timbers were placed under her, so that she would rest on them when the water went down, and I found her in a first-class condition. She was shovelled out and washed and more put through the primitive fire process. But the steam thawers that have been introduced are small safety boilers with a strong hose attached to this amount of canvas will be driven into the ground and the earth is thawed out all around this. Green wood can be used in this way and the machine will run on enough in one night to heat the men's clothing for two days. The wood gases are done away with and the whole thing is run on a much cheaper basis. Wood is worth \$15 per ton in Dawson at the present time. The smoke from these hundreds of fires hangs like a pall for days over the valleys and around Dawson. It stays perhaps 200 feet from the ground, and lends a veiled effect to the attractions of the aurora borealis."

### Possible Bread Riots.

Capt. McLean served for two years in the civil war in the United States and is a large amount of his contribution to the occupation of such a dual position is not an anomaly. He was therefore one of the gentlemen who with Consul McCook considered the matter of the destitution in Dawson. "There are about 10,000 people in Dawson now," continued the captain, "and how the unemployed half of them live is a mystery that I have not been able to fathom. I am afraid that there is a great deal of suffering in the Klondike, and before spring, before I left men were being hired for \$75 per month and their board and they wanted very few at that. Mind you, there is no shortage of provisions, a large amount of contributions there to last for the next two or three years, even with the added population. But there are people in that country who have no money to buy with. I have no fear that there will be any bread riots, but there are provisions in sight men will get them, and I have felt all along a little 'skeery' about bread riots. It will be June before these riots can get out of the country, but I am sure they will get for these bread riots to occur. At the meeting, at which I was present, it was talked of to draw up a memorial to Congress, but this was not done and private conversations were raised up then and later on in the year. Some of those present, who were American citizens, were in favor of the Canadian government taking care of the indigent of the metropolis, but I opposed this, with the reason that the Canadians were doing enough now for the Americans in the North. There are ten men from Seattle in the North to one man from other cities. A large amount of the population was handed over to the Salvation Army and they administered it with a good sprinkling of wood-sawing mixed up in it."

### Richness of Atlin.

He was in there for three weeks, and class some of fine specimens of quartz, nuggets and dust. He is building a boat at Bennett for operation on Bennett lake, and another one for Atlin. The latter is 88 feet long and 20 feet beam and it is now nearly completed at Bennett. The captain intends to haul it over the ice to the end of the lake, and across the two and a half miles of a comparatively low ridge to Atlin lake, and there she will be opened for the summer. Captain Irving believes he will be able easily to accomplish this great pull, as he has many times in the past. Then stepped out Wallace Langley of Victoria, at Bennett. He had 125 tons of railway supplies with him.

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summer will undoubtedly be down the lake from Bennett to the lower end, across this line of railway and then by steamer on Atlin lake up to Atlin city. Being a nearly all water route, that is the natural channel for trade through to Atlin. Captain Irving says that the latter lake is nearly 100 miles long and is deep and navigable nearly well all over it, so that there will be no trouble in that direction. I believe that in the spring Skagway will be deserted.

# A Viking's Cruise

## Capt. Adolf Frietsch Will Sail Around the World in a Small Boat.

### The Venturesome Mariner Describes His Boat and Talks of Plans.

Captain Adolf Frietsch, a descendant of the vikings, is about to take a cruise around the world by way of the Orient in a small boat. A San Francisco correspondent writes of his venturesome undertaking as follows: "Many of us have seen Capt. Frietsch's small boat, a wife and four children will watch anxiously at his home in Milwaukee for the first news of him. It is probable that incoming shipping will report his safe return. Capt. Frietsch's small boat, after he has been a few days at sea, and some will go out of their way to rescue a supposedly shipwrecked mariner. Frietsch's small boat has a crew of time of it eluding the kindly attempts of the larger vessels to 'rescue him.'"

"Travel will probably be as heavy or heavier on the river this year than last" was asked. "No," said the captain, "there are very few people going to Dawson. There is nothing to warrant people going there, for there has not been a new find made this winter. We took pains to visit several of the creeks as we came up—even if we did make the trip in 14 days—and we found nothing. Rock and gravel formed our considerations from all we could see. This creek is no good, and people are going away from it; Carlin creek is no good, and people are going away from it; and that is the way it goes. Stewart river is just the same, and you have to fall back on the old creeks of Eldorado and Bonanza and Dominion before you can count on anything. Sulphur is spotted, and the captain drily, 'some parts good and a great many poor.'

Some Winter Trips. "Some friends of mine went up the Klondike for 125 miles last winter, and they got some good prospects, but it took work in the spring to develop them to see what they have. A very good prospect was found on 28 feet water line, 42 feet over all, 9 feet beam, 3 feet 6 inches depth of hold, and 5 feet depth of cabin, which I shall build the whole width of her amidship. She will look like this when she is done. I have a look around the various transportation companies by building his own ship, drew the sketch that I send you showing it, and I am sure that you will be able to sail single-handed across the Pacific Ocean and around the world.

"How long will it take me to reach Manila? Well, I have recovered 21 days' time in which to get to Honolulu, where I shall make a stay of two weeks. I shall then try to get to Manila within 42 days, I shall, of course, be perfectly able to handle, but I can manage it. The canvas will consist of mainsail, lug foresail, storm jib, balloon jib, main gaff topsail, and fore gaff topsail. To 2,300 square feet of canvas, I shall take me all my time, but I am an old hand at the business, and feel sure I can steer the boat safely into Manila harbor.

"I have been asked by the doubting ones how I manage to sleep on a lonely sea voyage such as that on which I am soon to embark. It is no wonder that people don't understand how I do it, for it's a whole science in itself. "Without that knowledge don't attempt to venture out on the ocean alone, because the consequences will be fatal. I have learned the hard way, and I have learned how to sleep under the most difficult circumstances. And you must not only learn to sleep, but you must also learn how to wake up, wake up at any certain time you set your mind on, or at any time anything is about to go wrong. I slept in the little boat on which I made a former trip, under all kinds of circumstances. I slept with her stilling in narrow, crowded waters, like the American lakes and the Irish Sea. I slept with her standing in for shore which I knew she would reach in a certain time; slept in her sometimes between the sheets in my bunk; slept with every sail set, the boat rocking along with a line of foam under each bow and a long glittering wake astern; slept when she lay dragging to her floating anchor, with the gale roaring, the rain pattering on top of the cabin and mountains of salt water all around; slept the last time in her when she was helpless, drifting for the rocks; slept plenty and slept good, but with good judgment always."

But how could you? What would the boat do? Would the boat drift where she pleased? "No," she kept her course pretty close. But, look here! Do you suppose a man would last long if he attempted to sit down and steer his craft across the ocean? He must steer his craft in a certain way, most decidedly so; but not with his hands, except his occasional hand. He must steer his craft with his brains. Make sails, rudder and center-board work in combination, and be able to work up as soon as she is getting a certain amount of her course. That is what I did, and I learned that, gradually, years ago. I had my first training in sailing along on Lake Michigan. For instance, suppose I am sailing along on a clear night (I always sleep nights when sailing), with a beam wind. The barometer is high; no squalls to be afraid of. I feel like sleeping; well, then, get her in sleeping trim. I slack off my main sheet so that the mainsail merely stands full when the boat is on her course. Then, if she takes a position to luff up, the mainsail will shake and wake me up. On the other hand, if she is inclined to come off, the mainsail will fill out and the headsails will lose their shape. She will not come very far. Besides, there is a different rolling to her; instead of rolling sideway, she begins to dip up and down. In either case, I shall soon be out and steady her.

### RHEUMATISM CURED.

My wife has used Chamberlain's Pain Balm for rheumatism with great relief, and I can recommend it as a splendid relief for rheumatism and other household uses for which we have found it valuable.—W. J. Cuyler, Red Creek, N. Y.

Cuyler is one of the leading merchants of this village and one of the most prominent men in this vicinity.—W. G. Phillip, Editor Red Creek Herald. For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

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my centerboard lifted in a position that experience has shown to be best under the circumstances I manage also to not make her travel by herself, although I might have to take my sleep in shorter spells, and might be disturbed more frequently.

"Out on the wide Atlantic, in fine clear weather, and with a steady breeze, I used to take my sleep in two four naps, wake up regularly, just take a look at the weather, sails and compass, and be back in the bunk again, being but very little time. At other times, when the wind was blowing, I would turn out every twenty minutes to take a peep around."

As I looked at the weather-beaten face of the man who talked so calmly of sleeping of the ocean while his little craft sailed blindly along, I began to realize that the old Viking spirit was still very much alive. Capt. Frietsch is in fact a descendant of the Viking and comes by his love of daring marine adventures by right of birth. He was born in Finland thirty-five years ago, and for the last eight years has been an American citizen. He has a wife and four children will watch anxiously at his home in Milwaukee for the first news of him. It is probable that incoming shipping will report his safe return. Capt. Frietsch's small boat, after he has been a few days at sea, and some will go out of their way to rescue a supposedly shipwrecked mariner. Frietsch's small boat has a crew of time of it eluding the kindly attempts of the larger vessels to 'rescue him.'"

# Canadian Fisheries.

## Interesting Facts and Figures Cullied From the Department Report.

### Complete Returns for the Year 1897 Just to Hand From Ottawa.

Ottawa, April 11, 1899.—The fisheries of Canada are the most extensive in the world, comprising an immense sea coast line, besides innumerable lakes and rivers. The eastern sea coast of the Maritime Provinces, from the Bay of Fundy to the Gulf of St. Lawrence, covers a distance of 5,000 miles, and that of British Columbia is given at 7,180 miles, more than double that of Great Britain and Ireland. While the salt water inshore areas, including minor indentations, covers more than 1,500 square miles, the fresh water areas of that part of the great lakes belonging to Canada, as computed at 70,700 square miles, not including the numerous lakes of Manitoba and the Territories all stocked with excellent species of food fishes.

The annual report of the Department of Fisheries for 1898 was received by 939 men were engaged during 1907 in the fishing industry using boats, nets and other fishing implements aggregating a capital of \$70,794. Nearly 2,300 schooners and trawlers manned by 8,879 sailors found employment in this industry, besides the 70,000 fishermen using 37,083 boats and 6,902,400 fish traps. This branch of the fishing industry gave employment to 15,189 persons.

For the year 1897 the value of the Canadian fisheries was \$22,785,546, being an increase of \$2,876,122 over the previous year. While Nova Scotia and British Columbia show the most extensive fisheries, nearly four million dollars, and the other provinces aggregate over one and a half million dollars short of the previous year. The very large surplus in British Columbia can be ascribed to the unprecedented and phenomenal catch of salmon in the Fraser river. The salmon pack of the western province exceeded that of 1896 by nearly a million. As an experiment 600,000 lbs. of dried salmon were shipped to Japan. If this venture is successful it would create a new outlet for an article of food considered of little value at the seat of production. The fish consumed by the Indian population of British Columbia is not included in the above figures.

Only preliminary reports for the season of 1898 for value have been received at the department. They represent that the year will be an average one, about \$20,000,000. The falling off of 50 per cent. in the British Columbia salmon packing industry alone would justify a probable decrease of a couple million dollars for the large catch of 1897. It is worthy of remark that the annual production from the sea is more than half of the total value of all minerals produced in Canada last year, including the gold out of the Yukon.

Inspector John McNab reports that Salmon, halibut, sturgeon, and fish oil are the only products of the fisheries proper that are exported from British Columbia, in sufficient quantities to make them of commercial importance at the present time. The pack of salmon in the Fraser river district is the smallest, since the season of 1892, or about 200,000 cases, which, there were shipped fresh, or cured, is a fair average one, reaching 248,400 cases, making a total of 448,400 cases, or 21,528,200 lbs. less than half the pack of 1897. In addition to this, there were shipped, fresh or cured, by methods, other than canning, 4,500,000 lbs. of salmon, making a grand total of 26,028,200 lbs. for the season. The catch, halibut up to the end of the year will be in excess of that of any former year, but the catch of sturgeon will be less than that of last season. The rich and abundant variety of other fine food fishes, which abound in the coast waters of British Columbia, are only caught in quantities sufficient to supply the local demand. The supply is unlimited, and with the rapid increase of population, and with the opening up of new markets, profitable employment will be given to a large number of fishermen.

The brain of an ant is larger in proportion to its size than that of any other known creature.

**\$1.50 PER ANNUM**

# Fleeing to The

Lawton's Force Drives From the Vicinity of Santa Cruz

# Another Engagement—United States Soldiers and Twenty Wounded

Washington, April 11.—The partition received a despatch from General Lawton's campaign in the Santa Cruz. He says Lawton is driving the rebels into the mountains.

General Otis also informs that the insurgent attachment upon General Wheat and that they were repulsed.

Washington, April 11.—The despatch gives additional information regarding the fight at Santa Cruz. Lawton's success at Santa Cruz is more complete than reported. The enemy left 93 unreported field and a number serious suffering from considerable destruction of property.

"Ten United States soldiers, all slightly except since dead. Lieut. Elling is suffering from considerable wounds. The enemy retired eastward in pursuit this morning.

Washington, April 11.—The despatch was received from Otis to-day: "Manila, April 10.—The captured McArthur's line at last night in considerable loss was recaptured by Wheaton's troops.

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