ery hand of the
sympathy you
t calamity. As
is city and seen
nd the emblems
and, I have felt
a strange land,
land where blood
and where the
heart beats in
blic in this our

illiam McKinley,
been my political
my model states-
him at his home,
church, I have
e House, I have
Capitol, and in
proved himself
n—a noble, genu-
man who linked
of steel, with a
re of woman, the
land. You have
ays, as you have
y, of great, able
men of intellect,
e rendered obeis-
Kinley. And yet,
the political field
man of force be-
of love. But I
the bravest are
truly as he was
was one of the
lived.

ears ago, after he
a friend of mine
ouse, and he said
howing her a pic-
a picture of her
inley is very much
she said: "Yes,
ance, but Mr. Mc-
etter man." Yes,
tories not less re-
of war." And in
cKinley, from the
ripling son of the
furnace at Niles,
hed the White
of human ambition
to mourn an act
McKinley did not
m obscurity to re-
lood of thousands
mid the tears of
, or through de-
No; his were the
he finally achiev-
d of success, our
hrough a season of
stress. I had seen
at city of Chicago
e soup-houses for
d at the stations
night. But when
resident, as with
e wand wielded by
reat nation sprung
ories were opened,
nded. And from
have gone on to
commercially, but

rt is full, my lov-
nore. Every honor
n render has been
pied the pinnacle of
ed to live. He was
e enjoyed his life.
an, though he lived
though the day
nd did his duty in
ration. He hoped
he hoped at the
years as President
blic to go back to
cottage at Canton,
had just added two
there live out the
days in peace and
oble citizen that he
not to be. Twice
to that great office
s country, he, who
had not a single
d, whom men loved
he was President,

faculties so meek,

eat office, that his
els trumpet-tongued
n of his taking off."

world feel today—
r-off Pacific Coast,
nds of the Anglo-
er the whole globe.
the eloquent speak-
guidance the great
s blessings beyond
ped across to the
the Antilles, they
th to the islands of
ll today weep that
silenced and are
re you and I.

e that I shall never
McKinley, never
d again. Nothing is
(portrait), the great
ldier, noble Presi-
loving husband,
an man, has been
e. "We ne'er shall
again." Hail and

d with singing a
erica" and "God
the benediction by

AT SEA.

ip of the steamer
le a memorial ser-
McKinley was im-
ers and passengers.
e "Runaway Girl"
coming to Victoria,
cess of the service
nging of several

TAN CHURCH.

ice held last night
church was largely
re sung by Mrs.
Wm. Hicks and
vered by Rev. E.
ed States Consul

TELEGRAPH.

bunders Were Still
United States.

. 19.—Upon orders
the different tele-
upon common im-
s where direct in-
received, the entire
the United States
d for five minutes
ur set for lowering
into the grave at
oment on all the
s, from the Atlan-
a "sounder" in the
ick and the great
e as pulseless as
trare himself. It
lly 100,000 tele-
neously paid hom-
f McKinley. The
s of wire affected
lion and a quarter.
ion Chicago office
ators all arose at
moment came and
ng with deep feel-
ymn, "Nearer My
Postal Telegraph
American Com-
d Milwaukee Com-
organizations were
d stoppage.

ARD BRADEN.

sults of an Opera-
Night.

cond son of John
died rather sud-
e Jubilee hospital.
an operation for
a few days ago,
o be progressing
d a relapse yes-
ults. The young
age, and his un-
whelms his family
uncement of his
s to his numerous
was held in affec-

Funeral of President

Imposing Ceremonies at the Burial of Dead Ruler of U. S.

Tolling of Church Bells Only Sound During the Solemn March.

Services at Methodist Church Impressive in Their Very Simplicity.

Canton, Ohio, Sept. 19.—All night long, civic, military, fraternal, social and commercial organizations from the four quarters of the compass had been pouring in, and so fast did the trains arrive that there appeared to be continuous cars unloading their human freight through the station into the congested streets beyond.

At 1:20 this afternoon the funeral procession started from the McKinley residence for the church, where services were held.

As the time approached for bearing the body of the dead President from the McKinley home to the church, the little cottage on North Market street was the centre of a vast concourse of people. Regiment after regiment of soldiers, acting as guards, were in triple lines from the street curbs back to the lawns. In front of the McKinley cottage was drawn up the two rigid files of body-bearers—eight soldiers of the army and eight sailors of the navy, waiting the order to take up the casket. Just at 1 o'clock the black chargers of the Cleveland troops swept down the street, their riders four-abreast, in their brilliant hussar uniform with flags bound in crepe, and every sabre hilt bearing its fluttering emblem of mourning. Their coming was the signal for the approach of President and members of the cabinet.

It was 1:15, and the time has come for taking up the body. A brief private service had been held within the darkened chamber, Dr. Manchester saying a prayer while the relatives gathered around and Mrs. McKinley listened from the half opened door of her adjoining room.

A solemn hush fell upon the multitude as the bearers advanced with measured tread. Not a bugle blast went up, not a strain of the hymns the dead ruler had loved so well went up. The scene was majestic in its silence. As the casket was borne along above the line of heads, could be seen enfolding Stars and Stripes, and on top great masses of white roses and delicate lavender orchids. Tenderly the coffin was committed to the hearse, and the silence was broken as the order to march passed from officer to officer. The great procession now took up its mournful journey, passing under the sweep of giant arches, robed in black, and their living tides of humanity which lined the streets, house tops, filling windows. The church bells were tolling, mingling their dismal tones with the cadence of the funeral dirge.

At either side of the hearse marched the guard of military and naval honor, the generals on the right led by General Miles and the admirals on the left, led by Admiral Farquhar. Then came the long line of carriages for the relatives and friends, and after the innumerable military and civic organizations that had assembled to pay this last honor to the fallen chief. In the line were division after division of Knights Templars, Knights of Pythias, Masons, Odd Fellows and representatives of benevolent orders; Chambers of Commerce, as well as delegates of citizens of cities and towns throughout the state and country.

It was 1:50 when the procession passed the court house and turned into the Tuscarawas street to the stately stone edifice where the funeral services were to be held. At the church entrance were drawn up the deep lines of soldiers with bayonets advanced, keeping a clear area for the advancing casket and the long train of mourners. The hearse halted while President Roosevelt and the members of the cabinet alighted. Again they grouped themselves at either side of the entrance and with uncovered heads awaited the passing casket. Then the flower covered coffin was brought from the hearse and as it passed within the black draped entrance, the President and his cabinet followed within the edifice. The mourners, too, passed inside, but the stricken widow was not among them. She remained behind in the old home alone with her grief.

The scene within the church when the casket was carried in on the brawny shoulders of the soldiers and sailors was profoundly impressive.

It was after 3 o'clock when the silent and anxious throngs outside the church saw the solemn pageant reappear through the church doors. First came the guard of military and naval honor, the generals and admirals forming in double line leading from the entrance to the waiting hearse. Again the flag draped casket with wealth of flowers appeared and was committed to the hearse. The President and members of the cabinet followed arm in arm and stepped into the waiting carriages. The relatives entered carriages next. Then the squadron of troopers broke their battalion front and wheeling into platoons took up the march to the grave. The line of the funeral march from the church to the cemetery was about one and one half miles in length.

It was exactly four minutes after four when the funeral car bore the remains of the dead President through the gate way of his last resting place. Twenty minutes after that time, the brief services at the vault were over, the members of the family and the distinguished men of the nation who had come so far to do him honor, had passed through the gates on their homeward way.

ROSSLAND'S TRIBUTE.

Large Gathering of People at the Memorial Services.

Rossland, Sept. 19.—Business was suspended throughout the city today by the mayor's proclamation, and all buildings were draped in mourning. At Union hall 3,000 people gathered, many being turned away. Mayor Lalonde opened the proceedings and the other speakers were Rev. Mr. Sanford, Methodist; Rev. Mr. Robinson, Presbyterian; Rev. Father Welch, Roman Catholic, and Rev. Mr. Hedly, Anglican. American residents have issued a warm vote of thanks to the citizens generally for the spirit manifested.

CONFERRING HONORS.

Ottawa, Ont., Sept. 19.—(Special.)—Gentlemen upon whom Kings' honors have been conferred have been instructed to be here on Saturday for investiture.

LIGNITE.

Vancouver, Sept. 19.—(Special.)—A local paper says a well defined seam of lignite coal has been located near English Bay.

TO CROW'S NEST COAL FIELDS.

From Nelson Tribune.

Charles Ffolliott, superintendent of work on the branches which James J. Hill is building from Jennings, Montana, to tap the Crow's Nest coal fields, is in Nelson, accompanied by John Schwartz, a St. Paul pioneer. They have just returned from a trip over the work on this side of the line. Although the contracts were awarded some time ago, they were not ratified until last week, so that actual work is just now commencing. On the American side of the line excellent progress has been made, and Mr. Schwartz says that it is the intention of the contractors to have the steel laid on that 51 miles of the road to the international boundary by the 1st of January. The work is being rushed as quickly as possible, and if there should be any delay on account of new steel, old steel will be used. With respect to the British Columbia portion of the road, it is thought it can be completed in seven months from date. This will be pretty fast work, but it can be laid out so that 1,500 men can be strung out over it. The same rate of wages will be paid on both sides of the line—$2 per day for laborers. Mr. Schwartz said it was not contemplated that there would be any difficulty in securing labor, although he was aware that some such difficulty had presented itself on the work at present in hand in this province. So far, he said, the contractors had received upwards of 1,500 applications for work, chiefly from men in Manitoba and the East. The sub-contractors will be in shape in the course of a week to make a start, and special transportation rates will be arranged to move all who desire to work. This supply of labor was also being drawn upon for the American end of the road. From 35 to 40 men were going off the grade each day, but the arrivals from the East were more than sufficient to maintain the supply.

When he left East Kootenay most of the sub-contractors were getting ready to establish their camps.

National Committeeman—I hear that you have organized a new independent political club in your section.

Senator—That's right.

National Committeeman—Indeed! What is its object?

Senator—Well, I have a son who is now approaching his majority, and he has enough political instinct and progressive strenuousness to inspire me to start a boom to ensure him a nomination for President in 1902.—Boston Courier.

TWENTY-FIVE DROWNED.

Report Confirmed of Loss of the Steamer Hudson.

Detroit, Mich., Sept. 19.—A special to the Tribune from Sault Ste. Marie says: "The steamer Nichola, which arrived here from Duluth today, brought the report that the steamer Hudson foundered off Eagle river last Monday, her crew of 25 men being drowned in the heavy sea. Capt. McLean's story clears up the mystery surrounding the sinking of a steamer with two stacks seen from the shore Monday, when the report was sent out that the crew had been rescued.

FOUND DROWNED.

Body of Investment Company Accountant Has Been Recovered.

Guelph, Ont., Sept. 19.—The body of John H. Naismith, accountant of the Guelph and Ontario Investment and Savings Society was found floating in the river this afternoon. He had been missing since Tuesday.

Mamie—I think Mr. Crusteigh is just too mean for anything. Fannye—But he married your mamma. Mamoe—I know he did. I jilted him for Harold, then he married mamma, and now he won't let me marry Harold.—Baltimore American.

Pale, Anaemic Young Women

Anaemia, or thin, watery blood, is increasing to an alarming extent among the school girls and young women of our land. Pale gums, tongue and eyelids, muscular weakness, inability for exertion, deficient appetite, impaired digestion, short breath, palpitation of the heart, attacks of vomiting, swooning, hysteria and irregularities of the feminine organs are among the unmistakable symptoms of anaemia, or poor quality of blood.

Anaemic persons are frequently said to be going into a decline, and as a fact do usually contract consumption or some fatal constitutional disease if they neglect to restore normal vigor. Fresh air, sunlight, moderate exercise and the regular use of Dr. Chase's Nerve Food after each meal will restore new vitality to the body and new color to the cheek of any anaemic person. Gradually and thoroughly it forms new red corpuscles in the blood and wins back perfect health and strength.

Dr. Chase's Nerve Food,

60 cents a box. Six boxes for $2.50. All dealers, or post paid from Edmanson, Bates & Co.

Agents wanted for Dr. Chase's Last and Complete Receipt Book.

Many Sailors Sink to Death

Swift Turbine Torpedo Boat Destroyer Cobra Strikes a Rock And Founders.

Lieutenant Bosworth Smith and Sixty Seven Men go Down With Her.

London, Sept. 19.—The torpedo boat destroyer, the Cobra, has foundered in the North Sea as the result of an explosion.

The vessel was en route from the yard of her builders, the Armstrongs, of Newcastle, to Portsmouth, and carried a navigating crew of from 50 to 60 men.

It is reported that all were lost with the exception of about a dozen persons.

The first intimation of the disaster was the arrival of a fishing boat at Yarmouth with six bodies which she had picked up in the vicinity of the spot where the Cobra was last seen. According to the fishermen, the Cobra was sighted by the lightship off Downing Sands yesterday morning enveloped in steam and soon afterwards she disappeared. The men on the flagship supposed the Cobra had sailed away until the evening when they observed bodies floating in the water, and signalled the fishing boat to investigate the disaster.

A despatch from Middleboro says 12 survivors of the crew of the Cobra were landed there this morning, and confirms the first report that all the others were drowned.

The British admiralty has received information that the explosion occurred after the Cobra struck a roch, and that she sank immediately.

The Cobra, like her sister boat the Viper, was a turbine engined vessel. She had just left the yard of her contractors, and was undergoing a boiler test.

About one year ago the torpedo boat destroyer Cobra beat the record of the Viper and won the title of the fastest vessel in the world, making 37.7 knots or 43.5 miles an hour.

Later.—The Cobra had on board 42 naval men and about 45 men in the employ of the contractors. So far as known the 12 men previously referred to are the only survivors. Five boats were launched after the Cobra struck, but some of them were swamped in the heavy sea.

LATEST ESTIMATE.

London, Sept. 19.—Correct figures as to the Cobra show that she had 70 sailors on board. For 67, no hope is held out, but the torpedo boats and cruisers have gone at full speed to the scene of the disaster, which is the most serious the navy has suffered since the sinking of the Victoria.

Lieutenant Bosworth Smith, the Cobra's commander, stood upon the bridge with his arms folded as impassive as on parade, and went down with the vessel.

SALMON HATCHERIES.

United States Expert on the Habits of the Fish.

From Portland Oregonian.

A private letter was received to-day from United States Fish Commissioner H. M. Smith, stationed at Woods Hole, Mass., in which the writer discusses some points relative to artificial propagation of salmon. He says:

"One point that requires special notice is a widespread but erroneous belief concerning the habits of salmon—namely, that salmon and other anadromous fish return when mature to the particular stream in which they were hatched. This view, besides ascribing to fish a higher order of intelligence than is possessed by other animals, is unnecessary in order to explain the migrations of salmon or to make a case for fish-culture.

"While much remains to be learned about the oceanic life of fish which pass a short part of their existence in fresh water for purposes of reproduction, there is absolutely no evidence that they are competent to discriminate between the tributaries of a given stream, like the Columbia, or even between different river basins. According to the present views of fish students, the salmon which are destined to run in a particular stream are to be found in the ocean off the mouth of that stream (how far and at what depth being undetermined), and are probably not given to extensive movements up and down the coast if they have suitable feeding grounds in the proximity of the stream. It therefore follows that when, under the influence of the spawning instinct, they move inshore, they are more likely to return to their native stream than to enter other fresh waters, although a variety of conditions—unfavorable temperature, storms, currents, enemies, etc.—may divert or deflect individuals or schools up or down the coast until they come within the range of other streams.

"Supposing that a particular lot of salmon, hatched in a given river basin, return to that basin to spawn, it is an unnecessary and unsupported contention that they will invariably seek the particular tributary in which they were hatched or planted. They will, if all the conditions are favorable; but all or some of them may enter another tributary if it has similar conditions; and it is conceivable that all the salmon hatched or planted in a given tributary in one year may, when they return to the main river, go into another tributary, owing to unsuitable water, obstructions, etc., at the mouth of the river of their nativity.

"The foregoing considerations warrant the belief (1) that a hatchery located anywhere in a river basin benefits all the streams in that basin; (2) that in the scattering of the schools that must necessarily ensue during the several years of their ocean life, some of the fish artificially propagated must enter adjacent streams; and (3) that there is nothing to prevent artificially or naturally hatched salmon representing, say, Columbia river stock, from ultimately finding their way into tributaries of Puget Sound or San Francisco Bay, although it does not necessarily follow that this is of common occurrence.

"The fishing interests of the Pacific Coast have in the shad and the striped bass an excellent object lesson on the behaviour of anadromous fish in the matter under discussion. Both of these species are similar to the salmon in their spawning habits, differing from the salmon only in not dying after once spawning. The shad was introduced on the Pacific Coast about 25 years ago, and has succeeded in distributing itself along several thousand miles of the western seaboard from very small plants of fry in the Sacramento River at Tehama. Plants were subsequently made in the Columbia, but before that time the full-grown fish had appeared in that river as the result of a gradual extension northward from the Sacramento. The case of the striped bass is similar, but less striking, as small plants in the Sacramento region have as yet produced a noteworthy run only in the rivers of Northern California, in addition to the tributaries of San Francisco Bay, although the fish has been taken as far south as Los Angeles county, and north to the Rogue River, and will undoubtedly, in the natural course of events, reach the Columbia, and probably Puget Sound, in numbers.

"The United States Fish Commission, which has been experimentally marking young salmon for some years, has not been satisfied with the accuracy of the results which have apparently attended the removal of the adipose dorsal fin, and is now repeating the experiments by marking young fish with definite lines scratched on the opercle or gill cover, which cannot be imitated by scars acquired naturally. The outcome of the experiments will be watched with interest, and answers to a number of disputed questions may thus be afforded."

KNAPP ROLLER BOATS.

He Is to Have Another Trial With Improved Machinery.

Frederick A. Knapp, a young Canadian lawyer, who has long been an interested student of engineering problems, and whose roller boat attracted so much attention several years ago, has made some radical changes in the motive power of his boat. With the new mechanism he hopes to be able to roll his craft over the tops of the waves at the rate of from eight to ten miles an hour. Mr. Knapp is using the shell of his old boat, but entirely new machinery is to be put in, and the first trials will be made this Fall.

The boat Mr. Knapp is going to experiment with is not a new one. It is a metal cylinder, 100 feet in length and 22 feet in diameter, and looks for all the world like a big smokestack that has toppled over on its side. With this boat Mr. Knapp tried a "squirrel in a cage" method of locomotive in Toronto. He had steel rails built around the inside of the cylinder, at the extreme ends, and powerful engines were placed on these rails. The idea was to start the engines, and then the platforms on which they were mounted would start to climb the sides of the cylinder. Of course, they couldn't do much climbing, but the effect would be to keep the cylinder rolling, just as the squirrel keeps the wheel in his cage going. A long platform on wheels between the two engines would be kept rolling gently backward, always maintaining its level position, so that any number of people could be inside of the rapidly whirling cylinder, without inconvenience. This scheme didn't have as favorable results as Mr. Knapp had hoped for, and after a few trials it was abandoned. Mr. Knapp never did favor this scheme, but the engineers who were co-operating with him in the construction of the boat were unanimous for it, and so he yielded.

When the trial of the pioneer boat failed to show the favorable results expected, Mr. Knapp made plans to provide a practical test of his theory that by suspending the power and applying it to a central shaft, five times better results can be obtained. The inventor has not yet seen fit to take the public into his confidence as to his exact method of "suspending the power," although this is understood to be accomplished on very much the same principle that the operating machinery is suspended from the rear axle of an automobile.

MORE PLACERS.

Another Gold Find Reported to Have Been Made on Henderson Creek.

News has reached the city from Dawson of the discovery of rich placers on Henderson creek. It was reported that miners had found three feet of pay running 20 cents to the pan, with bed rock 18 feet deep. Several prospect holes have been sunk on Sixty Pup, a tributary of the right Fork of Henderson creek, where pans ranging in value from ten cents to $2 have been taken out.

Weldy Young, who has returned to Dawson from Clear creek, says that water has bothered the miners on Clear creek this summer, and not a great deal of gold has been taken out. However, representation has been done on 150 claims on Clear. In another year mining will likely be more extensive there. To be properly worked the claims will have to be opened by turning the streams and making bedrock drains.

There is a bunch of claims around the discovery claim all of which have shown good prospects and promise well, and some pretty gold has been taken from them.

Joe Barlow has been paying attention to some of the property he bought on Barlow at the government auction sales last fall, but I cannot say what he has there. A number of claims have been staked on Secret creek, a tributary to Haggard. In fact, a great deal of prospecting has been done in the district this season, and it may be characterized as a season of prospecting.

DEATHS IN VANCOUVER.

Passing of George Manning—Funerals and Obituaries.

Vancouver, Sept. 19.—(Special.)—Geo. W. Manning, an old resident of Vancouver, died yesterday. He was a prominent member of the Woodmen of the World and the Royal Templars. The funeral will take place on Sunday. Memorial services will be held in the Central Congregational church. Henry Doran, a native of Germany, died at the City hospital yesterday. He has worked in the capacity of a cigarmaker in Vancouver for a number of years. Miss Agnes Anderson, of Dufferin street, Mount Pleasant, died at her home on Tuesday. The funeral taking place yesterday. The funeral of the late Mary Gunning, the mother of Mrs. D. Dairon, took place this afternoon at 2 o'clock.

Alexander Morton, of Tasmania, offers to contribute a case of stuffed birds of Tasmania and several specimens of aborigines' bone work of ancient times, to the Carnegie free library museum. The offer will be accepted.

There is no hitch thus far in the arrangements for sending the Y. M. C. A. lacrosse team East. There will be little difficulty in raising funds.

Work will commence almost immediately for the reception of the Duke and Duchess of Cornwall. There will be numerous arches erected throughout the city. Telegraph and telephone poles will be twined in bunting and there will be a profusion of bunting and flags everywhere. In the evening the city will be a blaze of light.

FRENCH ARMY MANOEUVRES.

The Czar Watches Movements of Troops With Great Interest.

Compiegne, Sept. 19.—The Emperor Nicholas passed a day full of interest. The morning was spent in witnessing the final operations of the grand western manoeuvres at which the Czar for the first time came into contact with the French army operating under war conditions, and not merely in parade uniform.

The troops were concentrated on the plain around Fort Vitry in the early morning. Operations began at 10 a. m. on the arrival of the Czar, who was surrounded by French and Russian staff officers, and followed most of the movements on horseback.

The Czarina and President Loubet, accompanied by M. Waldeck Rousseau, the premier, followed in carriages drawn by six artillery horses. More than once the Russian Emperor galloped ahead among the soldiers and watched their proceedings as though desirous of satisfying himself of their efficiency and value as fighting units. The skirmishing army corps early developed an attack upon Fort Fresnes, the minor fort. The Czar and Czarina, with M. Loubet and others mounted earthworks inside and watched the whole army corps advance to the assault. The enemy approached in heavy lines under cover of the shells of their artillery, to which the fort responded. The position was finally carried by the point of the bayonet.

It is worthy of note that the Russian emperor chatted cordially with General Andre, the minister of war, which was an excellent refutation of the assertions made by the nationalist organs that the Czar regarded him as a disorganizer of the French army. The President and his imperial guests reached Rheims by carriage at 5 o'clock. Here the party visited the beautiful Gothic cathedral. He was met at the porch by Cardinal Langenieux, Archbishop of Rheims, in scarlet robes, who was attended by the vicar general, attired in violet, and surrounded by the clergy. The cardinal conducted the Czar around the cathedral and explained the relics.

Compiegne was reached on the return at 7:30 and the Czar spent the evening quietly in the chateau.

Along the Waterfront

Steamer Tees And City Of Seattle Sail for the North.

Longshoremen's Strike—Willapa Leaves For Naas and Way Ports.

There were two sailings for Skagway last night. The steamer City of Seattle, now flying the Pacific Coast company's flag, called at the Outer wharf from Seattle on her way north, to load the freight left over by the steamer Cottage City, and at 11 last night the steamer Tees, which, owing to the Amur being off the route for repairs, was despatched to Lynn canal, sailed for Skagway direct with a cargo of freight, and carrying on her decks 120 porkers, part of a shipment of pigs and cattle being sent to the Yukon by N. P. Shaw & Co. The city of Seattle and Tees both had small passenger lists. Those who embarked on the City of Seattle were Mrs. Cameron and two children and three sisters of St. Ann, bound to Juneau.

The steamer Willapa has been brought from retirement because of the Tees going on the Skagway route, and she will leave this morning for Naas and way ports. She was to have sailed last night at 11 p. m., but could not be got ready in time. The Willapa will have an average cargo of general freight for the canneries and way ports of the northern province. Among her passengers are a party of well known miners bound to the rich copper property on Observatory Inlet, of which details were given in these columns some days ago. Included in the party are M. K. Rogers of Seattle, representative of the Amalgamated Copper company of the United States, and wife; S. C. Rogers, a brother who is interested in a number of Mexican mines and who recently arrived from Guayamas, Mexico; D. M. Evans, of Montana, and two other mining men who will embark on the steamer at Vancouver. Mr. Rogers will start a number of miners at work in the near future on the copper property owned by his company in the north, which is said to be one of the richest low grade copper properties in British Columbia.

Steamer Boscowitz is due today from the north.

'LONGSHOREMEN'S STRIKE.

Manifesto Issued Declaring a Strike by Local 'Longshoremen.

The 'longshoremen are now on strike. They have issued a manifesto which reads as follows:

"Strike!—'Longshoremen are now on strike against all stevedores on deep water ships and steamers not paying 40 cents per hour day work. All persons are requested not to work for less than 40 cents per hour." The declaration of the strike does not, however, materially alter the situation on the waterfront. The ship Red Rock is being discharged with a full gang, and there is no strike of the 'longsoremen on her, for they have not been asked to go to work on her. Two of the gang employed in discharging this vessel were on Wednesday warned that if they did not stop work "the consequences would be bad," and yesterday two others received similar intimatory warnings. They had been warned at the same time as the others, but the parties who warned them whether 'longshoremen or not, is not learned, told them yesterday morning that their ultimatum had been extended for 24 hours, until last night, in fact.

The strike is not without its amusing features. It is reported on good authority that some of the local 'longshoremen who are interested in this movement for the higher wages, are asking the Waiter's Union, which was recently formed, to refuse to serve meals to anyone who works for the stevedores with whom the 'longshoremen are in dispute, and on work not recognized by them. A local restaurant proprietor was also approached by some freight handlers and told that if he served meals to one of those at work on the ship Red Rock, they would boycott his establishment. The shipwrights and caulkers were also approached and asked to refuse to work on the repairs to be made to the ship Senator, which is being discharged without the striking 'longshoremen, but the shipwrights did not accede to the request, and will work on the ship.

The ship Alex. Black arriver at the Outer wharf from Esquimalt last night. She has a full cargo of general merchandise to be discharged, and it is said that arrangements have been made to carry on the work on her in the same manner in which she was put in being discharged. In connection with the difference between the stevedores and 'longshoremen, it is stated that the local 'longshoremen's union is endeavoring to enter into competition with the stevedores and contract on its own account with the shipowners in England for the discharge of the outward-bound sailing vessels which are on berth for this port and Vancouver.

THE LOST ISLANDER.

Expert Says the Hole Made Must Have Been Small—Money Orders Being Renewed.

According to a marine expert who has figured out the matter on the time the lost steamer Islander remained above water after she struck on that fated night in Stephens Passage, the hole tore in the steamer's hull could not have been more than twelve inches square. The whole made would in all probability be ragged and much longer horizontally than vertically, but its area would scarcely cover more than 144 inches. That it would not take a large block of ice to make such a rent in the steel plates of the lost steamer is easily understood.

According to advices received from Dawson up to September 6th, notice has been received at the Dawson post office that all money orders issued there which were lost on the steamer Islander will be duplicated immediately, and the men in the money order department are busy making preparations to that end.

The Dawson office will forward a list of the lost orders and the amount of each to Ottawa, and Ottawa will issue the duplicates and send them to their various original destinations. People who sent the money orders from Dawson have nothing more to do in the work of duplication.

There were perhaps 200 or 300 orders lost on the Islander. They were all for Canada and numerous other points over the world and the States.

The Dawson post office has been shut off in its issuance of money orders the last few days by the supply of blanks in the office being exhausted. Scores of people have called to obtain money orders only to be told that the blanks were all gone. More were soon expected.

COULD NOT GET SCHOONER.

Frank Burnett Says He Could Not Charter or Purchase a Schooner Here.

According to the Vancouver Province Mr. Frank Burnett on his return from Victoria said that he could not purchase or charter a schooner here for his prospective South Sea trip. The Province says:

"Mr. Burnett found it impossible to get a boat there, either by way of sale or charter, although there are dozens of schooners there out of commission. The reason for the failure of any of the Victoria owners to allow charters is peculiar.

"Some time ago it was reported that a meeting of the joint high commission would be held some time this year, and that the question of doing away with pelagic sealing would be taken up then. In the event of this decision being come to by the two nations, it was considered probable as a proviso that the United States government would buy up all the schooners and at about three times their actual value.

"At any rate, that was the position of affairs with which Mr. Burnett was confronted, and it is impossible to get a schooner, owing to the feeling that the government will probably make a much more advantageous offer than any private concern could afford to do.

"In consequence of this, it is probable that Mr. Burnett will go to Sydney, Australia, and outfit from there, as he has an option on a schooner at the present time in the Australian port.

Capt. Grant, president of the Victoria Sealing company, when spoken to in regard to the endeavors of Mr. Burnett to secure a schooner here, said the sealing company had not been approached in this regard.

THE TITLE OF HIS MAJESTY.

Parliamentary Paper Sets Forth the Suggestions Made by the Colonies.

A parliamentary paper has just been issued, containing the following correspondence relating to the proposed alteration of the royal style and titles of the Crown.

No. 1.

Canada.

Mr. Chamberlain to the Governor-General (the Earl of Minto (Canada), and Governor-General the Earl of Hopetoun (Australia).

(Sent 7:10 p. m., January 29, 1901.)

Telegram.

King Edward's accession offers an opportunity of considering the monarch's titles, and I am very desirous that the separate and greatly increased importance of the colonies should be recognized if possible.

I therefore venture to suggest "King of Great Britain and Ireland, and of Greater Britain beyond the Seas."

It is possible that some of the self-governing colonies might desire more special recognition, as King of Canada, King of Australia, but this would give rise to very great difficulties. Other self-governing colonies, viz: New Zealand, Newfoundland, the Cape of Good Hope, and Natal, could hardly be excluded. It would also be desirable to refer to the crown colonies, all of which would be covered by the expression which I propose.

I request that you will consult your ministers most confidentially and enquire whether such recognition by the King would be gratifying to them, and, if so, whether they approve of the proposed style.

No. 2.

Governor-General the Earl of Minto to Mr. Chamberlain (Received 7:50 a. m., February 6, 1901.)

Telegram.

Referring to your telegram of the 29th January (No.1), respecting the King's title, my responsible advisers desire me to express their high appreciation of your action in inviting the opinion of the government of Canada on this important matter. They recognize the desirability, if the result can be reached without inconvenience, of making His Majesty's titles convey not only to his own subjects, but to foreign powers as well, some idea of the world-wide character of the Empire over which he rules. They entertain some doubt as to the appropriateness of the expression "Greater Britain," which, while convenient colloquially, is perhaps hardly definite or intelligible enough for such a formal purpose. They would therefore suggest for consideration the expediency of retaining the title of King of Great Britain and Ireland and Emperor of India, and adding the words "King of Canada, Australasia, South Africa and all the British Dominions beyond the Seas," but if the mention of greater colonies be deemed unfair to remainder of smaller colonies, or otherwise objectionable, the addition to title might be "King of all the British Dominions beyond the Seas." The repetition of the word "king" in the title would perhaps be open to criticism, in which case the word "sovereign" might be used as a suitable synonym. The King's titles would then be "King of Great Britain and Ireland, Emperor of India, and Sovereign of all the British Dominions Beyond the Seas."

No. 3.

Australia.

Governor-General the Earl of Hopetoun to Mr. Chamberlain.

(Received 10 a. m., February 8, 1901.)

Telegram.

With reference to your telegram of the 29th January (No. 1), the ministers of the Commonwealth would prefer as the title of the monarch the following, which appears to them to meet the wishes of His Majesty's subjects in the Commonwealth of Australia, viz: "Of Great Britain and Ireland King, Defender of the Faith, Emperor of India, and Sovereign Lord of the British Realms Beyond the Seas."

No. 4.

Mr. Chamberlain to the Governors of Cape of Good Hope, Natal, New Zealand and Newfoundland.)

(Sent 10:30 p. m., February 13, 1901.)

Telegram.

King Edward's accession offers an opportunity of considering the titles of the monarch, and I am desirous that the separate and greatly increased importance of the colonies should be recognized, if possible.

The following suggestions have been made:

First—"King of Great Britain and Ireland, Emperor of India, and King (or Sovereign) of Canada, Australasia, and all British Dominions Beyond the Seas."

Second—"Addition to present title of the words "Sovereign Lord, or King, of the British Realms Beyond the Seas."

Third—Addition to present title of the words "King of all the British Dominions Beyond the Seas;" without specifying any particular colony.

On the whole, I prefer the third suggestion. I shall be glad if you will consult your ministers confidentially, and enquire whether such recognition by His Majesty would be gratifying to them, and, if so, which they would prefer of the above suggestions.

No. 5.

Natal.

Governor Sir W. F. Hely-Hutchinson to Mr. Chamberlain.

(Received 10:20 p. m., February 17, 1901.)

Telegram.

Your telegram of the 13th February (No. 4) having been laid before ministers, Prime Minister has replied that the third alternative, "King of all the British Dominions Beyond the Seas," is preferred. He adds that such a recognition of the colonies will be gratifying to ministers.

No. 6.

Cape of Good Hope.

Governor Sir Alfred Milner to Mr. Chamberlain.

(Received 2:10 p. m., February 18, 1901.)

Telegram.

With reference to your telegram of the 13th February (No. 4), I have just received a minute from ministers, saying that they desire to express their strong approval of the idea as embodied in the proposal of the Secretary of State, and that of the three suggestions named they greatly prefer the third, but they suggest that the title should be as follows: "King of Great Britain and Ireland, and of all British Dominions Beyond the Seas, and Emperor of India."

No. 7.

Newfoundland.

Governor Sir H. E. McCallum to Mr. Chamberlain.

(Received 7:30 p. m., February, 1901.)

Telegram.

With reference to your telegram of the 13th February (No. 4), my ministers feel much gratified at the suggested recognition by the King. They would prefer the addition to the present title which is numbered three in your telegram.

No. 8.

New Zealand.

Governor the Earl of Ranfurly to Mr. Chamberlain.

(Received 8:34 a. m., February 21, 1901.)

Telegram.

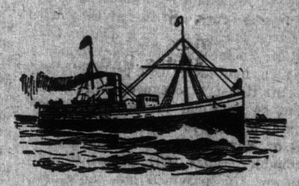
In reply to your telegram of the 13th February (No. 4.), my government have unanimously decided in favor of the third suggestion to add "King of all the British Dominions Beyond the Seas." This would gratify the people of New Zealand.

THE WESTSIDE

VICTORIA'S POPULAR DRY GOODS STORE

It Pays to Do Your SHOPPING BY MAIL

FAST SHIPMENTS.



If you can't come in person, write for anything you want, or send a letter for samples and information. It's the business of our Mail Order Department to attend to such.

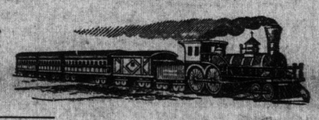
Out of town customers can shop very easily by mail if they only care to use the advantages of

Our Mail Order System

They get the benefit of the best buying experience and the best money's worth.

No matter where you live you should know this store. Most people are learning every day how simple and economical shopping by mail is.

FAST FREIGHT.



WRITE FOR IT

OUR NEW FALL AND WINTER CATALOGUE

Containing over 100 pages of Special Bargains in Every Department.

The Hutcheson Co., Ltd., Victoria, B. C.

ANOTHER DEATH.

Second Victim of St. Catherine's Trolley Accident.

Guelph, Ont., Sept. 19, (Special).—Mrs. McMillan, victim of the trolley accident on the N. St. C. & T. Ry., died in the hospital this afternoon making the second death. Mrs. Thomas, a third one of the party still lies in a critical condition, and will probably die.

CANADA'S MINERALS.

The Exhibit at Glasgow Exhibition Greatly Appreciated.

There seems to have been from all time implanted in the heart of man a love of gold. No matter from what nationality he may have sprung, civilized or savage, the lust for gold is an outstanding characteristic of his nature. The miseries he has endured, and sacrifices he has made to obtain it, are uncalculable. There is no more tragic or pathetic page in history than the records of the blighted hopes, unavailing struggles, and miserable deaths, which the various rushes to the gold fields have entailed. But in this, as in everything else, "history repeats itself," and if, in Scotland at least, the proverbially "canny" nature of her inhabitants moderates to some extent the reckless enthusiasm to be observed in many other countries, still, the news of a new "find," such as Klondike, creates an interest which few other items could produce. This being the case, it is little wonder that the magnificent exhibit of Canada and her minerals in the Glasgow Exhibition should form such an attraction to the multitudes of visitors, and that the energies and conspicuous abilities of Dr. Angus K. Stuart, the genial and responsible representative should be taxed to their utmost in his kindly and intelligent efforts to point out and explain the many—almost too many—exhibits of interest under his charge. The Canadian mineral exhibit is not, as might have been expected, housed in the splendid Canadian Pavilion in the grounds, but is a part of the other Canadian section, in the Industrial Hall of the main building. The same exhibit was sent by the Canadian government to the Paris Exhibition, but some important additions have been made to it. No such exhaustive evidence of the wealth of our "oldest colony" has ever been brought together before. Every kind of mineral product of the country is represented, and the collection shown can literally be studied for weeks at a time, and some new and interesting fact discovered as to the natural resources of the Dominion. No attempt has been made (as in some other exhibits of its class) to make an extra large display of any one kind of mineral (such as gold), but the idea of those who got the collection together was to simply give evidence of the variety of the economic minerals of Canada, regarding which we hear so much and really know so little.

The exhibit was arranged for, collected, transported and placed here, under the fostering management of the Canadian government, and the manner in which the various items are submitted to the visitors certainly reflects the highest credit on all connected with the display. The collection of economic minerals displayed in the Canadian section is arranged in natural groups and series as follows:

1. Metals and their ores.
2. Materials used in the production of light and heat.
3. Minerals applicable to chemical manufactures and mineral fertilizers.
4. Mineral pigments.
5