

WAITING CRIMINAL CASES

Which Are to Come Before the Territorial Court

For Trial Next Week—Too Much Work For One Judge to Get Through Without Delays.

When the territorial court opens next Tuesday it will begin the hearing of a crowded docket of criminal cases, of which there are 14 which have been sent up from the lower court, and have been waiting, some of them, for some time for trial in the higher court. There has been too much work for one judge to get through with, hence the delay.

Naturally, in the trial of so many criminal cases, a great many witnesses have been subpoenaed, and the court will have a busy time of it next week. The list of cases, the trial of which will begin next Tuesday, is as follows: The Queen vs. John McDougall, charged with horse stealing. Wm. T. Boone, charged with shooting with intent to kill. This charge grows out of the shooting which occurred in the Holborn restaurant some time since.

Ernest Jordan, charged with manslaughter. Jordan was captain of the steamer Florence S. at the time of her loss.

Amanda Young, charged with stealing gold dust. The case will be recalled when it is said that Amanda Young was known in the press reports at the time of her preliminary hearing as Mrs. Mansen.

Morrison and Harold, charged with stealing oats.

Swan Harrison, charged with assaulting a constable.

Charles Hense, charged with stealing gold dust. Hense is otherwise known as Jean Joe.

Robert L. Harris, charged with theft.

The Queen vs. Dawkins is the title of another gold stealing charge.

One Charlton is charged with having made false pretenses, and W. O. Smith is accused of having been likewise guilty.

John Gallagher is charged with having stolen gold nuggets.

Frank Setler is also accused of having stolen gold dust.

Charles E. Severance also has the charge of stealing gold dust opposite his name on the list.

First Used in the United States.

As with great many other utilitarian devices, the Americans were the first to construct an armor-plate train. During the civil war in the States a mob destroyed the bridges of the Philadelphia, Wilmington & Baltimore railway, and in order to prevent a recurrence of the disorders and to protect the line generally the government hit upon the expedient of converting a long, flat baggage car into a small movable battery. The car was built up and covered with thick sheet iron, in which was pierced a number of loopholes for musketry. Portholes were arranged at the center and at each end, and a cannon on a traversing turntable was mounted for duty at either of the portholes. The projectiles used were of a somewhat extraordinary character being nothing more or less than disks cut from boiler plates.

Perhaps the most effective use of armored trains up to recent years was made by the French during the siege of Paris. In these trains both engines and carriages were bullet-proof, and contained a number of loopholes. Each train, carrying four small cannon which could be readily and expeditiously maneuvered from the train, was capable of holding 300 men. Considerable use was made of these trains in bringing in provisions to the beleaguered Frenchmen, and they were turned to account by the communists afterward against the government troops until their position was outflanked by heavy naval guns.

In the year 1882 an armored train, which was only partially protected by boiler plates and sandbags, was used against the Egyptian rebels under Arabi Pasha. A similar contrivance was also employed at Kassasin previous to the British advance on Tel-el-Kebir. One operating in Chili during the civil war, and a sandbagged protected or "armored" train, equipped with a field gun, was utilized with advantage in the Soudan quite recently. In Cuba a locomotive and truck, protected with three-eighths inch boiler plates, was sent in advance to pilot and protect from the rebels the trains between Camaguey and Santa Clara.

The South African armored trains employed by the authorities consist of nothing more or less than ordinary cars covered with half steel, the locomotives being similarly protected, and a car placed in front with a gun in advance. These trains are, of course, of little or no use if the line falls into the hands of the enemy—a few dynamite cartridges or the removal of a rail or two (as was painfully demonstrated in the recent disaster to the Mafeking train) would render them a source more of danger than service.

The German emperor has an idea that "war cars" can be constructed on a plan which he has devised, and which will enable them to traverse at will over a battlefield or territory which does not present impossible geographical difficulties. He proposes that each car shall be complete in itself and in size about that of a Pullman. The sides are to be constructed to fall just above the level of the ground, in

order to protect the wheels. These plated sides will consist of steel of great resisting force, and will be pierced with a requisite number of ports or loopholes for quick firing and machine guns and rifles. In order that a possible enemy may not be able to get on top of the car, it is to be made with sharp bayonet spikes protruding from the sides and roof. The whole idea seems very chimerical, but as the world-famed Krupp is responsible and has now an experimental car in progress, it would scarcely be safe to say that there is nothing in the idea.

No Chance for Him.

Three negro lads met on a street corner one afternoon, and by some queer freak of Providence each had just 15 cents. This was considerable for them, and, being so unfortunate to have no "craps," it required much serious deliberation to arrive at just the best plan for spending it.

Finally one suggested that they place their little capital in a pool and then, each in turn, guess what was good to eat, the best guesser to take all of the money.

This plan met with hearty approval,

as each one had ideas on that subject, and the 45 cents was soon in a pile. Then the first one guessed.

"Possum, sweet taters an water-melon," he said.

At this the second one reached down and began picking up his nickels, but the third stopped him with:

"Hol' on dare! Let dat money lone!" To which the second replied: "You think I se goin to guess agains' that fool nigger when hes' done said all dar is good ter eat?"—Types.

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The O'Brien and Noel Platform.

THE following platform has been adopted by Mr. Thomas W. O'Brien and Mr. Auguste Noel for the approaching election of members for the Yukon council, and has been approved of by their supporters in meeting assembled. It is now submitted to the electors for their consideration and approval.

TERRITORIAL REFORMS.

The issues in an election of members of the territorial council naturally cover matters within the powers of the council. Mr. O'Brien and Mr. Noel and their supporters favor and are pledged to the following reforms:

A PROPER POLICY.

Generally we favor a broad policy looking to the opening of the country, to settlement and advancement, and to an organized effort with the object of converting public property as rapidly as possible to the uses of the miner and prospector. All public improvements hereafter should be made with a view to permanency.

ROADS AND BRIDGES.

Roads should be opened up in advance of the prospector. Suitable roads and bridges should be constructed at once wherever the requirements of the country demand them. The following roads and bridges amongst others should be constructed with all possible speed.

1. A road from Whitehorse to Dawson passing by Selkirk, Black Hills, Eureka and Gold Run, 270 miles.
2. A road from Gold Run to Clear creek, 30 miles.
3. A road from Dawson to Fortymile with a branch to Sixtymile, 52 miles.
4. Road running along Dominion creek, 20 miles.
5. Road running along Hunker, 25 miles.
6. Road running along Last Chance, 6 miles.
7. A road from Whitehorse to the copper mines, 10 miles.
8. All other roads now made to be completed with a view of permanency.

PROTECTION OF THE MINER.

The miners are the great army of labor in the Yukon. Like all other laborers they should be protected by a proper lien law for their wages. The placer miner, like the quartz miner and the coal miner, should be protected in his work from injury arising from carelessness and the absence of proper safeguards. A miner's protective law should be passed.

TAXATION.

A proper system of taxation is necessary, but the system devised by the Yukon council is in many respects, unsuitable. Taxation on the turnover is against all the canons of taxation as well as illogical and irregular. We protest vigorously against any attempt to enforce the proposed system until it has been considered and passed upon by the elective representative on the council.

SCHOOLS.

We have reached a new era in the development of the territory. Every inducement should be given to the settlement of miners' families in our midst, no settlement in Canada, however small or insignificant, is without its schools. The permanency of the camp requires a vigorous policy looking to the construction of schools wherever needed, according to law. Modern schools, well equipped, with suitable teachers, are indispensable.

A COURT OF APPEAL.

The system of appealing to a court of appeal in a distant province with its attendant expense and delays should be changed at once. The addition of another judge to the territorial court is absolutely necessary and would furnish the needed court of appeal.

ESTATES AND DECEASED INTESTATES.

The present law for the administration of estates is unsatisfactory as it places too much power in the hands of the administrator, is expensive and fraught with danger to the estates of deceased persons.

GENERAL.

So far as possible the deliberations and executive actions of the Yukon council should be devoted to the development of the mining industries in gold, copper, coal and other minerals. The rapid opening up of valuable mining regions along the Upper Yukon, Whitehorse, Pelly, Hootalinqua and Salmon rivers makes this necessary and advisable.

FEDERAL MATTERS.

Although federal matters are not directly an issue in this election, Mr. O'Brien and Mr. Noel and their supporters are pledged to use their influence in effecting the following reforms:

MINING REGULATIONS.

1. The initiative in making mining regulations should lie with the Yukon council, and be based on the experience of residents of the territory, subject to approval by the governor general of Canada in council.

ROYALTY.

2. The royalty should be abolished, but if it is necessary for revenue purposes we would favor instead a small export tax which will fall on everybody in the territory as well as the miner.

MINING DISPUTES.

3. To avoid delay and expense, appeals in mining contests should be heard by the judges of the territorial court instead of in the city of Ottawa.

MINERS LICENSES.

4. Only mine owners and laymen should be required to hold free miners' licenses.

PROVING REPRESENTATION.

5. To save the great expense and delay often experienced by the miner in proving up representation, the mining inspectors should be required to visit the mines and accept proof of representation on the spot.

THE ORIGINAL DISCOVERER.

6. To encourage the prospector to continue opening new territory, the original discoverer should be exempted from the payment of fees and representation duties.

THE LIQUOR TRAFFIC.

7. The regulation of the liquor trade on the same principles as in other parts Canada.

ELECTION TO COUNCIL AND REPRESENTATION.

8. An elective legislative council and at least two representatives of the territory in the parliament of Canada.

THOMAS W. O'BRIEN.

AUGUSTE NOEL.

Dawson, September 22d, 1900.

Programme de MM. Noel et O'Brien

Le programme suivant a été adopté par MM. Auguste Noel et Thomas O'Brien pour les prochaines élections et a été approuvé par une assemblée de leurs amis; Ce programme est maintenant soumis à la considération et à l'approbation des électeurs.

REFORMES LOCALES

Le programme dans cette élection ci concerne naturellement les questions locales. MM. Noel et O'Brien et leurs amis s'engagent à faire prévaloir les réformes suivantes.

UNE BONNE POLITIQUE

1. Nous sommes en faveur d'une large politique quant à l'ouverture, à l'établissement et à l'avancement de ce pays. Tous les efforts devraient être concertés de manière à mettre, dans le plus court délai la propriété publique entre les mains du mineur et du "prospecteur." Tous les travaux publics, à l'avenir, devraient être faits d'une manière permanente.

CHEMINS ET PONTS.

2. La construction des chemins devrait précéder le prospecteur. De bons chemins et ponts devraient être construits immédiatement là où le besoin s'en fait sentir. Les ponts et les chemins suivants entre autres, devraient être construits avec toute la célérité possible.

1. Chemin de Whitehorse à Dawson, passant par Selkirk, Black Hill, Eureka and Gold Run, 270 miles.
2. Chemin de Gold Run à Clear creek, 30 miles.
3. Chemin de Dawson à Fortymile et branche à Sixtymile 52 miles.
4. Chemin le long du "Dominion" 20 miles.
5. Chemin le long du Hunker, 25 miles.
6. Chemin le long du Last Chance, 6 miles.
7. Chemin de Whitehorse aux mines de cuivre, 10 miles.
8. Tout chemin commence devra être complète d'une manière permanente.

PROTECTION DES MINEURS.

3. Les mineurs constituent la masse des travailleurs dans l'Yukon. Comme tous les autres ouvriers la loi devrait les protéger pour leurs gages. Tous les mineurs (de placer, de quartz ou de charbon) devraient être protégés de toute injure provenant de la négligence ou de l'absence de précautions suffisantes à leur égard. Une loi protégeant le mineur devrait être passée.

TAXES.

4. Un bon système pour prélever les taxes est nécessaire. Celui établi par le Conseil de l'Yukon, est impropre sous plusieurs rapports. Prélever des taxes sur la somme des affaires faites par un individu, est contraire à tous les principes reconnus sur cette question. C'est illogique et injuste. Nous protestons vigoureusement contre toute tentative de mettre ce système en force avant l'entrée dans le conseil des représentants de peuple.

ECOLES.

5. Nous sommes arrivés à une nouvelle ère dans le développement de ce pays. Tous nos efforts devraient tendre à encourager le mineur à s'établir ici avec sa famille. Pas un coin de Canada, quelque petit qu'il soit, qui n'ait ses écoles. Pour que ce rêve-ci devienne permanent, il est nécessaire qu'une politique vigoureuse soit suivie, afin que la loi elle-même soit requise, suivant la loi, des écoles soient construites. Ces écoles devront être modernes, bien équipées et être munies de bons instituteurs.

UNE COUR D'APPEL.

6. Le système d'en appeler à une Cour d'Appel siégeant dans une province éloignée devrait être immédiatement changé, à cause des frais énormes et des délais sans fin qui en résultent. Un autre juge devrait être ajouté à ceux que nous avons déjà afin de constituer une Cour d'Appel.

SUCCESSIONS.

7. La présente loi pour l'administration des successions des personnes qui meurent dans ce pays est mauvaise. Elle met trop de pouvoirs entre les mains de l'administrateur public. Les frais qu'elle fait encourir sont considérables et elle met en danger les biens des défunts.

POLITIQUE GENERALE.

8. Le Conseil de l'Yukon devrait consacrer son temps au développement des industries minières, or, cuivre, charbon et autres minéraux. Le développement rapide des très riches régions minières du haut de l'Yukon, Whitehorse, Pelly, Hootalinqua et de la rivière de Saumon, rend nécessaire l'adoption de cette politique.

QUESTIONS FEDERALES.

Bien que les questions fédérales ne soient pas directement concernées dans cette élection, MM. Noel et O'Brien et leurs amis, s'engagent à faire tout en leur pouvoir pour faire prévaloir les réformes suivantes:

LOIS MINIERES.

1. Les lois minières devraient être faites par le conseil de l'Yukon et être basées sur l'expérience des mineurs résidant dans ce territoire, sujet à l'approbation du Gouverneur Général en Conseil.

LA ROYAUTE.

2. La royauté devrait être abolie. S'il est nécessaire de prélever des revenus, nous favoriserons une légère taxe d'exportation à laquelle le citoyen contribuera aussi bien que le mineur.

PROCES ENTRE MINEURS.

3. Afin d'éviter des délais et des frais dans les procès entre mineurs, les appels devraient être entendus par les juges de la Cour de l'Yukon, et non par le ministre de l'Intérieur.

LICENSE DE MINEUR.

4. Seuls les propriétaires de mines et les "laymen" devraient être obligés de se munir d'une licence de mineur.

AFFIDAVITS DE REPRESENTATION.

5. Afin de sauver du temps et de l'argent au mineur, l'inspecteur des mines devrait être obligé de se rendre sur les "claims" afin d'y recevoir la preuve de représentation offerte par le mineur.

LE DECOUVREUR.

6. Pour encourager le "prospecteur" à découvrir de nouvelles régions minières, le découvreur devrait être exempté du paiement de toute charge et des obligations de la représentation vis-à-vis de la Couronne.

TRAFFIC DES LIQUEURS.

7. Le trafic des liqueurs devrait être réglé suivant les principes en force dans les autres parties du Canada.

ELECTION DE CONSEILLERS ET DE DEPUTES.

8. Un Conseil Electif pour l'Yukon et au moins deux représentants du Territoire dans le Parlement du Canada.

AUGUSTE NOEL.

THOMAS W. O'BRIEN.

Dawson, ce 22 Septembre, 1900.