SED BY
DE PARTIES

EMENT
ELIAS ROGERS

of Crow's Nest Coal
e Trouble at
ie.

—Mr. Elias Rogers, f the Crow's Nest le an interesting concerning the pre- hie. Mr. Rogers had r of articles which pers in the West, izing the company e recent strike, and government should n competition with Mr. Rogers express- he opening of other effect in increasing and instanced the in the anthracite nsylvania, where e number of com- ired different mines s for nearly three d be no assurance nber of companies 's Nest would pre- ition of affairs. Company is doing ossibly be done to possible interrup- the coal require- mbia within reach cause whatever. ained that the ny had mines at s side of Fernie, pushing develop- than a year past. in operation, pro- per day, and the cressing. The com- mines at Morris- Fernie, and coal being made from of about 150 tons r from now these ed a stage of de- closing down of appreciably affect ns, so far as sup- ts of British Col-

n," said Mr. Rog- e originated from- eople who are fol- acting from per- ntirely ignorant of

hat the deplorable was due to greed the company, in appliances, was e. The company ploy in charge of time prior to the killed men that British Columbia, that would tend or facilitate the had been adopted, the inquest hav- ence that he had uggested anything eerfully supplied. een considered in ompany had put venture since the ear, prior to the tire profits they rst opening of the re on permanent r alone was over

eneral advantage British Columbia, e through the op- ompany, Mr. Rog- es alone paid by n $54,588.66 in 9; $431,320.58 in 1901, and $494, first five months t revenue accru- of British Colum- was also a very

the company had reement with the t their price to mine on cars at was from one to than the price ob- he mines at other mbia, where the s no more expen- the Crow's Nest. ths represented ted if the output ay last had been ew of this, and f these vast sums the mines, he did than any honest- tanding the facts,ink of asking the s agreement. he Fernie strike, er the accident a change in the was undoubtedly e miners, as well e safety in the however, involved day on the part other words, eight "This," said Mr. t previously the I am informed. ractice at all coal st States as well

always had the the workers, and hiring labor for never had a strike Upon information lieve that this ve occurred but outside parties, n which the com- to permit. It is to make the con- e mines as favor- make them, and induce the better to make and o the district and

carloads of men from Toronto. Mr. men had not been That the situ- plained to them; Michel and Mor- nged, and none of Fernie as far as by some of the n asked about Rogers said that he had this were no smelter mbia on account ke. He thought ernie would soon d at that time, he had ever met and he thought t of the majority

CANADIAN TRADE WITH THE YUKON

DISCRIMINATING RATES FOR TRANSPORTATION

Favor United States Firms—Special Commissioner Anderson Confers With Board of Trade.

A special meeting of the board of trade was held this morning in order to give local merchants an opportunity of conferring with George Anderson, the special commissioner appointed by the Dominion government to inquire into the conditions of the Yukon trade. A number of members of the board spoke on the causes which had led to the loss of a portion of the trade, after which Mr. Anderson explained the objects and scope of his mission.

H. A. Munn was the first speaker. He said that the greatest difficulty in the way of the local merchants in carrying on trade with the Yukon was in connection with transportation. The trade of the lower river was practically in the hands of one corporation, which did not favor the Canadian merchants. The old boom days were over; the richest gold mines were worked out, and the people of the Yukon could not afford to pay the high prices for goods which had ruled formerly. The railroad and steamship companies charged rates that were now out of proportion to the value of commodities when transported, and he was of opinion that the only practical means of salvation for the Yukon trade was the construction of a good wagon road from Skagway to the head of Lake Bennett. This might seem like a retrograde movement, but he did not think that the conditions of the trade warranted the cost of modern first-class transportation. That proposal was not in line with the much-discussed all-Canadian route, but it seemed to him the most feasible proposition at present.

S. J. Pitts thought that one of the reasons the local merchants had lost the trade was that the White Pass Railway Company did not offer any inducements to the Canadian merchants. The rate on goods brought from San Francisco was the same as from Victoria. The steamers on the river worked in conjunction with the White Pass & Yukon railway, which offered large rebates on heavy shipments. He knew a case in which a Seattle firm had got a rate $25 per ton better than could be obtained in Victoria. The company showed no consideration to the local merchants, and would take no risks. The consignees at Dawson knew that the rates from 'Frisco were the same as from Victoria or Vancouver, and so naturally ordered American goods direct. What was wanted was an all-Canadian route, and the lack of that had caused the loss of the northern trade to Canadians.

Mr. Wollaston agreed that the whole difficulty in regard to the northern trade was that the attitude of the White Pass Company was to please certain large corporations in business in Dawson. He believed that the small dealer was the life of trade, and the transportation companies had shut out the smaller traders from importing and forced them to buy from the larger corporations in Dawson, who were all Americans. Another cause of the trouble was the large amount of smuggling carried on on the lower river. The rates made by the White Pass railway in past years had been absolutely exorbitant, and no man in a small way of business could afford to pay those rates and compete with the corporations who imported on their own steamers. The lowest possible rate from Victoria to Dawson was $65 per ton—a commodity rate for at least 50 tons of stable goods, such as sugar, etc.—as against a $30 or $40 rate on the lower river. The White Pass route from Victoria occupied only 9 or 10 days and presented no difficulties, and there was no reason why the rates should be as high as they were. If the Dominion government wished to help local merchants it would be necessary to see that the rates on the White Pass & Yukon road were more reasonable. At present that company took all they could get, and gave as little as possible in return.

Ald. McCandless was of the opinion that some of the matters in connection with the northern trade ought not to be discussed in public. There was no doubt that the conditions of transportation were largely responsible for the existing state of affairs, which made it impossible for small traders in Dawson to compete with the larger dealers in the heavier class of goods. The White Pass Railway Company had tried to persuade local merchants that the company was acting in their interests, but the company had really favored United States trade all along. Canadian merchants would always be at the mercy of the Americans as long as they had to go into the Yukon via Skagway or St. Michael. There ought to be a road constructed from a British Columbia port.

A. J. Morris agreed that Canadians had lost the trade owing to the action of the transportation companies and large trading corporations. If a miner, employing a number of men, wanted supplies, he would go to a big dealer, give him a mortgage over his property and get supplies on credit.

Dr. Milne said that there were two matters which ought to be considered by the Dominion government. The boundary question ought to be settled one way or the other. Although it was admitted by the Americans that the ownership of the Skagway territory was open to arbitration, yet estimates were being passed at Washington for the fortification of the disputed territory. If Skagway was in Canadian territory, then the Dominion government would be able to control the White Pass line. If not, then a competitive road to the Yukon should be built through British Columbia.

C. H. Lugrin thought that if the Dominion government put the coasting laws in operation on the Yukon so as to prevent American ships from carrying Canadian goods from Canadian ports into Dawson, some benefit to local merchants might result.

Mr. Munn explained that his previous remarks had been made on the understanding that the Dominion government could not control the rates on the White Pass railway. The government had last year endeavored to reduce the rates, but this year they were, if anything, a little higher than before. The government had succeeded in reducing rates on the section of the line in Canadian territory, but the rates on the American section had been raised so as to put the through rate back to the previous figure. Victoria and Vancouver had at one time a very large trade with the Yukon, but the transportation companies in conjunction with the big trading corporations had succeeded in killing it.

Mr. Anderson said that the large attendance showed that the business men of Victoria appreciated the importance of the Yukon trade. He could see the difficulties in their way quite clearly, but he was afraid that the adverse conditions would continue for a little while. As long as the United States merchants could carry their goods in their own steamers at their own rates, it would be difficult for Victoria merchants to do business with the smaller dealers in the Yukon. He did not know how the Dominion government could control rates on the White Pass railway, which was practically an international road. No doubt the government could control the rates on the section of the line running through Canadian territory, but the White Pass Company held the key to the situation because part of their road was in disputed country. Even if there was a Canadian steamer running from White Horse to Dawson, the White Pass Company could still continue to charge high rates from Skagway to White Horse. The suggested all-Canadian route would certainly solve the difficulty, but that would take some time to acquire. No mention had been made of a British Columbia port, which would be a suitable starting point for such a line, but he supposed Port Simpson would be a likely choice. The construction of a line from Port Simpson would certainly involve a large expenditure of capital, but still if the gold was in the Yukon, such a line might well pay. The department was anxious to know how much of the Yukon trade was in the hands of American merchants, and why; and he could now understand the causes, none of which could be said to be the fault of the Victoria or Vancouver merchants. The excessive rates had doubtless had the effect of destroying the influence of the tariff, so that buyers would just as soon purchase from the States as from Canada. If it was possible for the government to take any action he was sure they would do so. He believed that a large share of the trade should go to Victoria and Vancouver people. There was a difficult problem to solve, and when he went up to the Yukon next week he would closely investigate the class of goods imported there from Canada and from the United States. He hoped to be able to point out in his report that the Canadian merchants will be able to have a larger share in the trade than they have at present, and to make some suggestions which would have a beneficial result. He did not yet know what could be done, but if he discovered a method of assisting the local merchants he would act upon it at once.

In reply to Mr. Crease, Mr. Anderson stated that on his return from the north he would visit San Francisco and Seattle.

A vote of thanks to Mr. Anderson was carried, which was duly acknowledged, and the meeting adjourned.

OFFERS APOLOGY TO FULL COURT

OFFENDING EDITOR WILL BE RELEASED

The Judges Have Recommended His Liberation—Interesting Point Regarding Terms of Committment.

Public interest in the case of Wm. McAdams, the editor of the Sandon Paystreak, who was committed to the jail here for contempt of court, has been revived by inquiries which have been made by a number of legal gentlemen into the terms of his committment. It is alleged that the sentence was so framed that McAdams is really incarcerated for life if he fails to secure the sureties exacted by the court. The intention of the court evidently was to commit him for nine months, and failing his obtaining securities to keep him in jail for another year. But the exact terms of committment leave a very different impression, and are as follows:

"And this court doth order and adjudge that the said Wm. McAdams for this said offence be imprisoned in the common jail at the city of Victoria for the term of nine months, to commence from the day of the date hereof, and after the expiration of the said term that he be confined in the said jail until he, the said Wm. McAdams, shall have given security to the satisfaction of the registrar of this court in the sum of one thousand dollars, in four securities in the sum of two hundred and fifty dollars each, conditioned that the said Wm. McAdams will for a period of one year, after the expiration of the said nine months, be of good behavior.

"And further, this court doth direct that the keeper of the common jail at the said city of Victoria do forthwith receive the said Wm. McAdams into his custody in the said jail, and there keep him for the said term of nine months, and for the said further period until the said Wm. McAdams shall have furnished the security above mentioned."

It is understood, however, that McAdams is likely to remain but a very short time longer in jail. A written apology has been tendered by him to the judge for his attack on that body, and the same has been accepted by their Lordships, who have wired to the Minister of Justice, recommending his release. This will likely take place in a few days.

WIGWAM FINED.

Skipper Erroneously Thought That His American License Applied in British Columbia.

Those who arrived here on the Alaska Packers' Association's steam yacht, the Wigwam, a few days ago, will have reason to remember their visit to Victoria. The vessel, it will be remembered, brought President Drysdale and one or two other officials of the company from Anacortes, and after spending a short time in port proceeded down the southern coast on a fishery inspection cruise to allow those on board to view some trap sites at Sooke, and to follow up the run of salmon in its migration from the sea. All this was done regardless of the customs regulations requiring an American vessel to enter and clear before leaving the harbor. The result was that Capt. Cartellion, the master of the vessel, was taken to account on his return, and was subjected to a fine. This, in view of the circumstances, was mitigated by the collector of customs, who was not so anxious to inflict punishment as to uphold the law obtaining in such cases. Capt. Cartellion's excuse was that he held an American yachting license, which he thought applied here as on the Sound, the skipper maintaining that he pursued a similar course when visiting Vancouver, only that before leaving that port he always had a verbal permission from a customs officer.

THE RIFLE MEET AT CLOVER POINT

PROVINCIAL MATCHES OPEN THIS MORNING

District Officer Commanding Makes the Bull's-Eye—Some Good Shooting, Despite the Wind.

The twenty-ninth annual prize meeting of the British Columbia Rifle Association opened this morning under somewhat inauspicious conditions as regards weather. The refreshing showers of the early morning had the effect, however, of laying the dust, adding much to the comfort of all when the sun shone out to gladden the hearts of the competitors in the extra series and Tyro matches, which had been somewhat delayed.

The register keepers and markers from the R. G. A. paraded to the targets on time, and on the bugle sounding the assembly nearly eighty of British Columbia's crack shots faced the targets at 500 yards. The matches were officially opened by Lieut.-Col. Holmes, D.O.C., who scored a bull's-eye on No. 4 target amidst much applause and congratulations.

The wind blew sharply from the right and proved puzzling to many of the younger shots, but notwithstanding this some very good scores were made, T. J. Mahoney, of H Company, of the 6th, Duke of Connaught's Own Rifles, New Westminster, putting on 50, the top score in the Tyro match. Each competition is moving smoothly under the able and energetic charge of Lt.-Col. Gregory, R.O., who is ably assisted by the range committee, Capt. J. Duff Stuart, Corp. J. Caven, and Pte. Huston.

J. D. Taylor is in charge of the statistical office, much to the gratification of the competitors, as his shooting experience is a great assistance to the meeting. Among those taking part in the shooting are Dr. T. R. McInnes, of Vancouver, and Lt.-Col. J. Wright, R. O. formerly in command of the 43rd Regiment, Ottawa's crack corps, of which he is one of the best known shots. He has been to Bisley as a competitor, and as adjutant of the team, and is consequently much interested in the shooting here. The following are the scores in the Tyro match:

1—Pte. T. J. Mahoney, Westminster	30
2—Lce.-Corp. Boult, Vancouver	29
3—Jas. Dick, Nanaimo	28
4—Gr. Scaife, Victoria	27
5—Corp. G. McLean, Vancouver	24
6—Sergt. I. V. Williams, Vancouver	24
7—Pte. Barwick, Vancouver	23
8—Corp. G. S. Carr, Victoria	23
9—Lce.-Corp. Harrison, Vancouver	23
10—Corp. Hedgman, Victoria	23
11—J. D. Quine, Nanaimo	23
12—F. A. Quigley, Nanaimo	23
13—Gr. B. H. Cross, Victoria	22
14—Pte. W. Hunt, Vancouver	22
15—Corp. F. Hatcher, Victoria	21
16—Sergt. F. A. Futcher, Victoria	21
17—Lieut. W. H. McHarg, Rossland	20
18—Major J. C. Whyte, Westminster	20
Next in order:	
Pte. Lloyd, Vancouver	19
Lieut. J. A. McTavish, Victoria	19

The next competition was the Westminster match for the cup presented by the Corporation of New Westminster in 1897. It is now the property of Pte. R. Wilson, of New Westminster, who this morning captured it for the second time, scoring 49 out of a possible 50. The range was 500 yards, and the scores were as follows:

1—Pte. R. Wilson, Westminster	49
2—Sergt. W. J. Sloan, Westminster	48
3—Pte. Geo. Turnbull, Westminster	48
4—Jno. G. Quine, Nanaimo	47
5—Col.-Sergt. W. J. Corbett, Westminster	46
6—Pte. F. A. Boult, Vancouver	46
7—Q. M. Sergt. W. P. Winsby, Victoria	46
8—A. R. Langley, Victoria	46
9—Capt. J. Duff Stuart, Vancouver	45
10—Gr. A. Fleming, Victoria	45
11—Gr. C. A. Goodwin, Victoria	45
12—Sergt. T. Cunningham, Westminster	44
13—Sergt. C. W. Savory, Victoria	44
14—W. C. Chamberlain, Vancouver	43
15—W. H. Wall, Nanaimo	43
16—F. A. Quigley, Nanaimo	43
17—Q. M. Sergt. F. Kennedy, Vancouver	43
18—Gr. A. Brayshaw, Victoria	42
19—Jas. Dick, Nanaimo	42
20—Gr. R. J. Butler, Victoria	42
21—Gr. W. A. Taylor, Vancouver	41
22—Pte. W. Cuckow, Vancouver	41
23—Sergt. A. Graham, Vancouver	41
24—Pte. W. Husband, Westminster	41
25—Sergt. H. A. Wilson, Westminster	40
26—Capt. A. W. Currie, Victoria	40
27—Corp. E. R. Hedgman, Victoria	39
28—Sergt. P. M. Ferris, Vancouver	39
29—David McKay, Nelson	39
30—Gr. W. Duncan, Victoria	39
31—Pte. E. Johnson, Westminster	39
32—F. R. Stewart, Vancouver	39
33—Major J. C. Whyte, Westminster	39
34—Lieut. J. A. McTavish, Victoria	38

Tyros.

1—Lce.-Corp. Harrison, Vancouver	38
2—Sapper J. Harvey, R. E.	38
3—Pte. A. J. Barwick, Vancouver	38
4—Corp. J. Anderton, Victoria	37
5—Pte. W. R. Lloyd, Vancouver	37
6—Sergt. I. V. St. G. Williams, Vanc'r.	36
7—Sapper A. Denny, R. E.	35
8—Sergt. F. A. Futcher, Victoria	34
9—Norman McLeod, Vancouver	34
10—Sergt. J. A. Goode, Vancouver	33
11—Gr. B. H. Cross, Victoria	33
12—Lieut. W. Hart McHarg, Rossland	33
13—Corp. Sydney Carr, Victoria	32
14—Gr. W. R. Scafe, Victoria	32
15—Lce.-Corp. R. O. Boult, Vancouver	31
16—Corp. G. McLean, Vancouver	31
17—Lieut. A. W. Tolley, R. N.	29

The other events for to-day are the Nanaimo match at 200 and 600 yards, and the Victoria Corporation match, 500 yards.

FIRE RETURNS FOR MONTH.

Total Over Two Thousand Dollars, Including Blaze Outside City Limits.

The fire statistics for July show that the department has had a very busy month. As will be seen by the appended list, there were many grass fires, while five or four roof fires also required attention. The most destructive fire, at Coverdale's house, was outside the city limits. The alarms and fires were as follows:

July 4th, 6 p. m., box 27, roof fire, B. Jones's house, Superior street; loss, $5. July 4th, 7 p. m., telephone, roof fire, Joshua Davies, Cook street; loss, $5. July 9th, 12 p. m., box 27, B. Wilson, 154 Dallas road; no loss. July 11th, 10 p. m., box 9; False alarm. July 14th, 2 p. m., drill; burning stable on Fort street. July 15th, 1.30 p. m., telephone; grass fire. July 18th, 9 p. m., Telephone, Cook street, Oak Bay. July 19th, 9.30 a. m., box 14, fire on roof, 32 Rae street; no loss. July 20th, 8.45 a. m., box 27, hay stack, Richardson street; loss, $125. July 20th, 11.30 a. m., box 4; false alarm. July 20th, 8.30 p. m., telephone, grass fire, Beacon Hill. July 20th, 4.30 p. m., telephone, bush fire, Indian reserve. July 21, 1.15 p. m., box 52, tar barrel at Gas Works. July 21st, 4 p. m., box 54, fire in stable, corner Douglas and King's road, owned by Johns Bros.; loss, $100. July 22nd, 10 a. m., box 15, fire at No. 10 Rae street; loss $200. July 22, 11.30 a. m., box 71, fire at frame building, Belmie avenue, outside city limits; loss, $1,300. July 22nd, 12.30 p. m., box 27; false alarm. July 22nd, 4 p. m., box 4; false alarm. July 29th, 10.45 a. m., box 52, roof fire corner Blanchard and Queen's avenue; no loss. Total loss, $2,785.

COAST-KOOTENAY ROAD.

Contract With McLean Brothers Signed By the Chief Commissioner.

(Special to the Times.)

Vancouver, July 31.—The contract with McLean Bros. for the construction of the Coast-Kootenay line was signed yesterday by Chief Commissioner Wells.

A longshoreman known as "Old Bill" Smith was drowned off a fishing boat in the Narrows last night. The body of an unknown fisherman was picked up this morning in English Bay.

FLEEING FROM HOMES.

Several Earthquake Shocks at Los Gatos, California—Inhabitants Panic Stricken.

(Associated Press.)

Los Gatos, Cala, July 31.—The most severe earthquake in the history of this place occurred at 12.30 o'clock this morning. It is not possible as yet to estimate the damage, but it is very heavy. No lives are known to have been lost, though there were many narrow escapes. Every brick building in the town was destroyed or badly wrecked.

The whole town was aroused and people fled from their homes to the streets in panic.

This is a town of 600 inhabitants in Santa Barbara county.

Advised to Leave Town.

Los Gatos, July 31.—Later.—The people of this city and vicinity are fleeing from their homes to places of safety on account of the increasing severity of the earthquakes, which have visited this section since the night of the 22d inst., since which it is estimated 75 distinct shocks have been felt. Three distinct shocks were recorded between 7.25 and 7.30 o'clock this morning, the last one being the most severe felt.

President Benjamin Ide Wheeler, of the University of California, was communicated with by telephone, and advised the people to quit the town as soon as possible. It is impossible to estimate the financial loss at this time with any degree of accuracy. No loss of life is yet reported.

PARDONED BY EMPEROR.

Lieutenant Who Was Imprisoned for Killing Another Officer in Duel Has Been Released.

(Associated Press.)

Berlin, July 31.—Emperor William has pardoned Lieut. Hildebrandt, who was sentenced to two years' imprisonment in fortress for killing Lieut. Blaskowitz in a duel last December. The affair attracted international attention. Blaskowitz was shot and killed on the morning of the day set for his wedding. The duel, which took place at Interurban, East Russia, followed an affair in which Lieut. Blaskowitz, while intoxicated at his bachelor dinner, struck Lieutenant Hildebrandt. A regimental court of honor decided that the duel was unavoidable. An investigation developed the fact that Lieut. Blaskowitz awoke the day after his bachelor dinner without any recollection of the altercation and went personally to Hildebrandt to request him to fight the duel. Lieut. Hildebrandt served only seven months of his sentence. Military men explain the pardon by saying that Lieut. Hildebrandt acted simply as the laws of honor required, that he had to fight to kill his opponent if desired.

BUYS A NEW HOUSE.

(Associated Press.)

London, July 31.—Rudyard Kipling, who has been much annoyed by the visits of Brighton excursionists to his home at Rotting Dean, has purchased a new country place near Tenbridge Wells. His troubles at Rotting Dean included a feud with the villagers, caused by the pro-Boer sentiments of his aunt, Lady Burne-Jones, the widow of Sir Edward Burne-Jones.

THREE DROWNED.

(Associated Press.)

Farmington, Me., July 31.—News was received here to-day of the drowning of three persons in Dennebago stream some time last night. A party of two men and two women went to Indian rock in a boat for mail. Only one man returned, and he was in such mental condition that he gives no details.

CYCLING AT OTTAWA.

(Associated Press.)

New York, July 31.—Nineteen cycle racing stars will leave here this evening in charge of Alfred Reeves, secretary of the National Cycling Association Board of Control, to compete at a three days' race meet to be given at Ottawa, Ont., to-morrow, Saturday and Monday.

MINERS ON THE MARCH.

Number of Strikers Drive Non-Union Men From Engines and Pumps.

Shenandoah, Pa., July 30.—The attitude of the striking mine workers here is daily becoming more demonstrative. Last night a mob of fully 1,000 men and boys were on the march. They first visited West Shenandoah colliery and drove the non-union workmen from the engines, pumps and fire rooms. The workmen were compelled to seek refuge in the camp of the coal and iron police. The strikers assailed the breaker with stones, doing considerable damage to windows, etc.

From the West Shenandoah mine the mob proceeded to Indian Ridge colliery, where they were confronted by a body of special police, whose presence prevented violence. Squads of strikers picketed the approach to several mines where pumping is in progress, and urged the men employed to quit work. Deputy Sheriff Coombs, Union Organizer Ginley, and a posse of deputy sheriffs are here endeavoring to maintain order.

Leaving for the West.

Wilkesbarre, Pa., July 30.—The departure of miners from the anthracite region to the bituminous fields continues. About 30 men left to-day for Indiana. The officials of the United Mine Workers find they cannot provide places for all the applicants who want to leave, and this is causing some dissatisfaction among the strikers. Fully 100 idle miners were gathered around President Mitchell's headquarters to-day, all of whom wanted to go west. The men were told that as soon as work was found for them they could make the journey. A mob gathered at Duryea again to-day expecting that an attempt would be made to start up the washery. Sheriff Jacobs sent a number of deputies to the scene, but their services were not needed, for no attempt was made to resume work.

TROOPS SENT TO PRESERVE ORDER

LARGE FORCE NOW ON DUTY AT SHENANDOAH

President Mitchell Receives Word That the Situation Has Been Exaggerated.

Shenandoah, July 31.—Nearly all the residents of this town were up all night anxiously awaiting the arrival of the militia. It was noticeable that the pickets who have been guarding the approaches to the mines were not on duty this morning, but if they had been their vigilance would not have been rewarded, for no persons were venturesome enough to run the gauntlet after the exciting experience of yesterday.

Brigadier-General Gobin, Pennsylvania National Guard, accompanied by the Pottsville and Pine Grove companies of the Fourth Regiment, and all of the Schuylkill county companies of the Eighth Regiment, arrived this morning. General Gobin said that besides these two companies of the Fourth Regiment he has ordered out the entire Twelfth and Eighth Regiments and the government troops. If he finds that the conditions here require it, he intends to call out two batteries of artillery.

Mitchell's Statement.

Wilkesbarre, Pa., July 31.—President Mitchell issued the following statement to-day:

"While I am not informed of the causes of the regrettable occurrences at Shenandoah and consequently not in a position to say whether the miners or the deputies are responsible for it, I am, nevertheless, much grieved to learn that there has been a serious breach of the law. I have repeatedly warned the miners that the persons who violated the law were the worst enemies the strikers could have, and I have directed our local officers and committee to be constantly on the alert for any breach of the peace. Our efforts in this direction will be redoubled, and I trust that judgment will be withheld until the responsibility of the trouble at Shenandoah has been properly located."

President Mitchell received an official communication at 1 a. m. from the district headquarters of the United Mine Workers at Shamokin, which states that the situation at Shenandoah is not as bad as painted. According to the report no one was killed and no one fatally injured.

Opinion of Operators.

Wilkesbarre, Pa., July 31.—The riot at Shenandoah last night has had a depressing effect at strike headquarters. President Mitchell was up early and asked for the newspapers.

The Ninth Regiment, N. G. P., with headquarters in this city, is under waiting orders. All the local leaders of the United Mine Workers deplore the shedding of blood and the calling out of the troops. They say the presence of the soldiers will encourage the operators to resume mining, and if the collieries in the Schulykill district are operated, it will only be a question of time before other mines in the strike belt resume, for the miners of the Wyoming & Lackawanna valleys will not be content to remain idle while their fellow miners in other parts of the region are working. It is the history of past strikes that the presence of the militia is almost always a sure indication of an early resumption of mining.

Those of the local operators who could be seen to-day are of the opinion that the backbone of the strike is broken, and that it will only be a short time until there will be a general resumption of mining.

BOTH ARMS BROKEN.

W. McAlpine Seriously Injured in Tunnel at Extension Yesterday.

Nanaimo, July 31.—A man named Wilson was injured at South Wellington last night by a special train run from Ladysmith to Nanaimo for those wishing to attend Pollard's opera company performance. He was seen by the engineer lying beside the track, and the engineer thought it was a dog. He stopped the train within six feet, the man having been carried by the tender. He was brought here to the hospital. This morning he is reported to be still in a precarious condition. It is feared that some internal injuries may have resulted, as he was dragged by the legs.

Wellington McAlpine, of Ladysmith, met with a serious accident in the tunnel at Extension yesterday. The leg of his trousers caught while stepping from the cars attached to a motor, and he was dragged some distance. Both his arms were broken, one in several places. He sustained other injuries besides.

THINKS HE WAS TRACY.

Doctor Tells of Man Applying to Him to Have Several Bullet Wounds Dressed.

Ravenna, Neb., July 31.—Dr. Hale, of this town, says that on Wednesday night a stranger applied to him to have some wounds dressed. Several bullet wounds appeared on the man's breast, one of the bullets having penetrated the entire body, coming out at the back. The man carried two revolvers and was very reticent as to his identity and the origin of the wounds. From newspaper photographs and descriptions, Dr. Hale thinks the man may be Tracy, the much wanted Washington murderer. The man quickly disappeared after his wounds had been dressed.

WORLD'S OIL PRODUCTION.

No Truth in Story That Standard Company Have Agreement With Rothschilds and Nobels.

New York, July 30.—Regarding a cabled report that the Standard Oil Company has entered or will enter into an agreement with the Rothschilds and Nobel interests to control the world's oil production, M. F. Elliott, the attorney of the Standard Oil Co., made the following statement to-day:

"I am authorized to say that the story has absolutely no foundation in fact. It is false from beginning to end. Furthermore, the Standard Oil Co. has at no time considered a plan of this kind and at no time has that company entered into negotiations about this matter."

MOTOR CYCLISTS.

New York, July 31.—Through a resolution adopted by the League of American wheelmen's executive committee, motor cyclists have been formally taken under the wing of the league. The committee pledged the strength of the league to secure for the riders of motors the same rights and privileges enjoyed by those who pedal.

Uniform Heat

Reading comfortably on the ground floor,
Bathing baby comfortably on the second floor,
Writing comfortably on the third floor,
This, in short, is the story of every house heated with a

"Sunshine" Furnace.

The Regulators that divide the warm air are so constructed, and the pipes which carry it to the different registers so arranged, that any quantity of heat desired can be forced to the different rooms or flats of a house.

The "Sunshine" is the only furnace made in which hot-air pipes to first floor do not rob second and third floor pipes.

Burns coal, coke and wood equally well.
Sold by all enterprising dealers.
Write for free illustrated booklet.

McClary's

Makers of the "Famous Active" Range and "Cornwall" Steel Range.

London, Toronto, Montreal, Winnipeg, Vancouver, St. John, N.B.

Clarke & Pearson, Agents.

THE FLOODS IN TEXAS.

Several Lives Reported to Have Been Lost—Damage Estimated at One Million Dollars.

Dallas, Tex., July 31.—The only ray of hope which penetrates the gloom of the flood situation comes from the weather reports which predict fair skies, and the fact that the Brazos river at Waco is falling again. Railways are tied up worse than ever before in the history of the state.

The only railroad which has so far estimated its damage is the International & Great Northern. General Passenger Agent Price, of that road, says the actual damage to the International roadbed will reach $100,000, and that road is not the worst sufferer.

Six lives lost was the total reported yesterday, five in the San Marcos valley and one at Wylie.

An accurate estimate of the losses is impossible, but the damage to railroads, the drowning of live stock, the washing away of bridges, residences and business houses, the damage to the cotton and other crops, is conservatively estimated at a million dollars.

News has come from the 400 to 500 wood choppers who were cut off by the flood in Richland creek bottoms, but it is not thought that any lives were lost there.

The Brazos river, after inundating all the farming lands for 200 miles south of Waco, is reported falling steadily at Waco, but rising slowly below Hearne. It is estimated that there are from 3,000 to 4,000 acres of cultivated land under water near Hearne.

A rough estimate of the numbers of acres of cotton and other crops practically ruined in the Brozos bottoms is 20,000.

Communication Cut Off.

Winona, Minn., July 31.—The worst storm in the history of Winona struck this city last evening. No loss of life is reported. The Bay State elevator and Central Methodist church were partially unroofed, and the street car transfer offices were blown into the middle of the street. Many telephone wires were blown down and outside communication with the city cut off.

LIBERAL ELECTED

To Represent North Leeds in the Imperial Commons—Succeeds a Conservative.

London, July 30.—The bye-election for a member of the House of Commons yesterday, to represent North Leeds, resulted in the election of Mr. Rowland Barran, Liberal. Mr. Barran received 7,539 votes to 6,781 cast for Mr. Arthur Lawson, Conservative.

The seat was made vacant by the elevation to the Peerage of Mr. William Lawies Jackson, Conservative, who had sat for North Leeds since 1890. The Tory majority in 1900 was 2,517.

The result was received with great jubilation in the House of Commons, the members crowding to congratulate Mr. Herbert Gladstone, the Liberal whip. It is expected as one result of the election that Mr. Balfour, the Premier, will, as far as possible, avoid making changes in the cabinet, involving more bye-elections. Mr. Gerald Balfour's seat, among others, being considered rather unsafe.

Another incident which is adding to the Conservative discomfiture is the decision of Mr. John Cathcart Wason, Liberal-Unionist, to re-join the Liberal party. Mr. Wason supported the government during the war, but is now so dissatisfied with the government's policy in the matters of army reform, education and the Irish land question that he can no longer support it.

HIS MAJESTY

The King Has Made Rapid Progress Since Monday—Gone on a Short Cruise.

Cowes, Isle of Wight, July 31.—To-day's bulletin on the condition of King Edward follows: "His Majesty has made rapid progress since Monday last. His general condition continues all that could be desired. The wound is closing satisfactorily. The King is now able to walk the entire length of the pavilion easily without assistance."

Favored by perfect weather, the royal yacht Victoria and Albert cruised westward this afternoon. The King sat in the shade of an awning aft, with the Queen by his side. There was no salute, but at Osborne the guardship Australia manned sides as the King's yacht passed. The Prince and Princess of Wales will take leave of the King to-morrow, and will not return to the Solent until after the coronation.

WOMEN'S SUFFRAGE.

Premier Barton Says Progress Indicates Its Ultimate Adoption Throughout Australia.

London, July 31.—Sir Edmund Barton, premier of Australia, replying to a deputation of women suffragists headed by Lady Henry Somerset, said that the outlook for women's suffrage was excellent throughout the Australian Commonwealth. The progress the movement has already met with in four out of six states proved the ultimate adoption of the system throughout the whole federation, he said.

CEMENT FOR BRIDGE

Leaves Antwerp Last Month For Use in Structure Across the Fraser.

The ship Muskoka left Antwerp last month with between 12,000 and 16,000 barrels of cement required in the construction of the new bridge across the Fraser at New Westminster.

The cement is that which British Columbia firms raised such a storm of indignation over after the contract was let for the building of the bridge. It was bought in preference to the British cement, the contractor claiming it to be of superior quality for the purposes required than that to be found in England, notwithstanding the reputation of the Portland concern whose product has been used almost since the days of the Romans, and its product has been used and recommended by the Imperial government, the navy, the London county council and other public bodies, also of the fact that the Dominion government has given products of this kind a preferential tariff of 33⅓ per cent.

All aboard the Muskoka is of Belgium manufacture, and approximately is worth $40,000.

A PUBLIC HOLIDAY

On Saturday, August 9th, Coronation Day—Yukon Telegraph Operators and Linemen.

Ottawa, July 31.—An order-in-council was passed at to-day's cabinet meeting providing for a proclamation declaring August 9th, Coronation Day, to be a public holiday.

Strike Delayed.

Supt. Crean telegraphs to the department here that the linemen and operators on the Yukon road will not go on strike until Hon. J. I. Tarte is heard from.

DROUGHT IN ALABAMA.

Crops in Many Districts of the State Have Been Destroyed.

Montgomery, Ala., July 31.—Reports received here by the central office of the government weather department indicate a serious condition of drought in Alabama. Less rain has fallen in the state during the last three months than in any one similar period since 1839. Crops in many sections have been almost completely destroyed and farmers are alarmed over the prospect.

JOINS LIBERAL LEAGUE.

(Associated Press.)

London, July 31.—The announcement is made that Earl Beauchamp has joined the Liberal League. This formal defection from the Conservative ranks, coming at a moment when excitement is rife over the Liberal victory in the North Leeds bye-election, occasions considerable interest in parliamentary circles. It is recalled that Earl Beauchamp, at the request of Colonial Secretary Chamberlain, accepted the governorship of New South Wales in 1899.

REVOLUTIONISTS ACTIVE.

Constantinople, July 30.—Considerable anxiety is felt in diplomatic circles here over the increasing unrest in Macedonia and Albania as a result of renewed activity of the revolutionary committees.

PERSONAL.

Another mining man who adds his testimony to the value of the Mounts Sicker and Brenton mines is F. J. Rhinehart, manager of the International Mining & Development Company, of Tacoma, which controls the Richard N. group on the Chemainus river. Work on the group, he said, was progressing satisfactorily, and the company was about to commence operations on some new property on the west slope of Mount Brenton, known as the Tacoma group. While at Mount Sicker he visited the Tyee, Lenora, Copper Canyon, Key City and Richard III., and speaks most favorably of all these properties. The Copper Canyon Company has secured a water right, an unlimited supply being available from a lake on the top of the mountain. It will provide power for lighting the mines in the vicinity.

* * *

R. A. Rogers, manager of the Parsons Produce Co., of Winnipeg, is a guest at the Driard. Mr. Rogers says that in a very few years Winnipeg will be the second biggest city in the Dominion. Business is splendid and real estate is going up in value very fast.

* * *

Andrew Jukes, manager of the Imperial Bank, Vancouver, is staying at the Driard. Mr. Jukes is here superintending arrangements for the opening of a branch of the Imperial Bank in this city in place of the Molsons Bank, whose local establishment is closing up.

* * *

Miss A. Haughton and Miss J. Gribbon left by the steamer Charmer on Saturday night on a three weeks' holiday, visiting the Mainland and Sound cities.

The largest oyster ever found on British shores was dredged