r. Collins
n Francisco

o the Bay City Last
In Somewhat Un-
cted Fashion.

attle—Last Chapter
Local Casus
Celebre.

Collins was extradited to
o via Seattle by the
ess Victoria, leaving at 9
ght.
ition was done without
Collins was unaware of
g departure until about
es before the steamer
effects had been put to-
e was taken to the city
onstable O'Leary. There
told him the warrant of
arrived and been given
ibson. The patrol wagon
or, and Collins, the chief
ers—Sergeant Redgrave
e O'Leary — embarked.
omas Gibson, who has
since July for his pris-
he Princess Victoria, and
ncisco lawyer was then
him.
e no objection. He asked
son to give him a copy
nt, which, he noted, did
any statement that no
than that of perjury
ght against him on his
n Francisco. However,
w held that he could not
with any other offence
for which he was com-
tradition by Judge Lamp-

the steamer sailed, De-
on and Collins shook
ll, George, we're off at
oson.
hed.. "It does look like

Voyage at Last

eamer tooted, the officers
and Collins had been
m Victoria after aban-
ng, and for a time deter-
gainst fate.
been maintained by the
ing their intentions. It
believed that he would
Wednesday and sent by
amer Queen. This state-
ade for the benefit of
ed in delaying the extra-
leavor to collect claims
s or on his account. It
by the prosecution that
rds or others seeking
the custody of Collins
y might seek to hold up
f surrender. It was also
one of the guards who
endeavored to secure a
avoid any action of this
uncement was made until
before the boat sailed.
t of surrender arrived
which reached the city
ner yesterday. On arr
immediately turned over
tenant-Governor's secre-
f Langley. The sheriff
st office at the same time
The writ was not re-
ver. Mr. Richards said
considered the governor-
iable for his expenses,
xpenses of extradition.

ns' Unpaid Bills

naughton, one of the
ed at the instance of
has a bill of $145 yet un-
e bill to Chief Langley,
t for payment. The bill
Mr. Frank Higgins, coun-
State of California, who
acnaughton stating that
responsible for this bill,
hton knew this. Chief
yesterday: "The state-
y is, Macnaughton that
y employ when guarding
true. I met Macnaugh-
d him if he wanted to
for Collins, telling him
o pay him. He agreed
how much I thought he
Collins. I suggested
After Macnaughton had
as guard for a week I
he had been paid. He
he had. A week later I
him if he was getting his
Collins. McNaughton
'Oh, yes, and he's doing
ou said; he's giving me
Several of my. constables
ess to that. Macnaugh-
n he had been paid by
a matter of fact, he had
e sends me a bill for the
threatened to sue me for
him sue."

orians Are Easy

ollins has gone, and the
custody expenses remain
one good Christian re-
orians are hospitable and
."
day last Detective Gib-
following telegram to
f San Francisco."
$250 immediately. Will
ll expenses. Leave here
t overland. Papers from
arrive too late to take
ty, and I have got to get
will have Collins in jail
and I would be held for
h."
n stated that he had no
d Gibson, says the San
aminer, and he passed
up to District Attorney
Byington said he would
finance committee of the
pervisors to appropriate
money.
eady sent Detective Gib-
his personal expenses,"
nan, "and I do not think
else is a proper charge
olice department. This
dition matter was begun
or court, and the officers
will have to find the
s needed to get Collins
ia."
als stated last night that
isco detective needed the
for to pay his personal
l bill, etc., and received
hey to settle his affairs
the city.

MINISTER MARRIES.

21.—M. Clementel, min-
olonies, was married this
Mrs. Rigby Knowles,
English publicist, at the
Nuilly. Premier Rouvier
witness for the groom and
ier for the bride. A bril-
ge of cabinet ministers,
officers and members of
corps witnessed the cere-

# Fierce Storm on The Great Lakes

## The Greatest Gale on Record Sweeps the Inland Seas.

## Seven Vessels Known to Be Wrecked With Loss of Many Lives.

Chicago, Oct. 20.—The storm which last night and today swept over Lakes Huron, Michigan and Erie was one of the fiercest on record.

According to returns obtainable tonight, eleven vessels have been completely wrecked and twelve or fifteen others more or less severely damaged. Twelve lives are known to have been lost, and as the gale on southern Lakes Huron and Erie is still blowing fiercely tonight, it is feared other losses both of life and property, will be reported within the next twenty-four hours.

### The List of Wrecks

The boats lost follow: Tug Frank Pery, sunk off Boot island, in the Chenaux group; steamer Joseph S. Fay, ran ashore near Roger's City, Mich, and broken up by the waves, Mate Joseph Syze was drowned, the boat is owned by M. A. Bradley of Cleveland; barge D. P. Rhodes in tow of the steamer J. S. Fay, driven ashore near Cheboygan, Mich.; schooner Emma Neilson, stranded in Presque Isle harbor, boat badly damaged but crew was saved; schooner Minnedosa, foundered two and a half miles of Harbor beach in Lake Huron early today, carried down entire crew of eight men; schooner Mauntenee ashore 18 miles west of Erie, Pa.; schooner supposed to be either the Tasmania or Ashland of Corrigan fleet, sunk two and a half miles southeast of Shoal lightship on Lake Erie, carried a crew of eight men, of whom nothing is known; steamer Sarah E. Sheldon, beached and wrecked near Loraine, Ohio; schooner Kingfisher, beaten to pieces off Cleveland; tug Walter Metcalf, sunk near the breakwater light, Cleveland, and the Nirvana.

### From Fort William

The Minnedosa was coming down from Fort William, Ont. She was in tow of the steamer Westmount, which was also towing the barge. The tow lines broke and the Minnedosa and barge separated from the tow.

Two accidents occurred at Grand Marais, Mich., where the steamer Barth towing the schooners Nirvana and Galatea, endeavored to make the port for shelter. Both schooners missed the entrance and drifted westward in the lake. The Nirvana went down about half a mile off shore and her crew of seven men was rescued by the life saving crew. The Galatea went ashore, but probably will weather the storm. Her crew of seven men was taken off.

### The Gale at Buffalo

Buffalo, Oct. 20.—A gale reaching 72 miles an hour at its greatest velocity swept over Buffalo and Western New York from early this morning until late tonight. Much property was destroyed and at least one person was killed. Lake Erie, lashed into a fury by the tremendous blow, played havoc with shipping.

The gale first made itself felt at 4 a. m., when 54 miles an hour was registered at the weather bureau. It dropped to 40 miles at 9 a. m., and reached its greatest velocity at 2:30 this afternoon, when 72 miles an hour was recorded. The weather bureau predicted a hard blow all night and issued a warning to marine men to keep inside the breakwater. The regular passages of the Cleveland and Detroit boats for tonight were cancelled..

The passenger steamer Western States, sailing from here for Detroit at 9 a. m., was sighted off port about noon, but the captain evidently feared to attempt the narrow passage between the rock-ribbed breakwaters and turned his boat towards the Canadian shore to ride out the gale behind Long Point. The big propeller H. S. Wilkeson, the last vessel to make port tonight, reported the Western States about ten miles from Long Point and making fair

### Progress in the Teeth of the Gale

The steamer carries about 50 passengers and a miscellaneous cargo.

The schooner Mautenee, light, bound from Buffalo to Duluth, foundered off Ripley, 20 miles west of Dunkirk, at 4:30 o'clock this afternoon. The crew, consisting of Captain Morgan, Mate Ryan, Mrs. Bailey, the cook, her daughter, and five men, were saved. The Mautenee will probably go to pieces during the night.

Dunkirk fishermen report that an unknown barge is in distress off Van Buren Point, ten miles west of Dunkirk, but the story cannot be confirmed. Five thousand dollars' worth of fish nets were blown off the reels in shore and carried out into the lake at Dunkirk.

Captain Ohman and Seaman Gus Parsons of the barge Unadilla were swept overboard with a deckload of lumber. They

### Clung to the Floating Timbers

until rescued. Half a dozen yachts anchored off the Buffalo Club were blown ashore at the foot of Porter avenue.

On shore the damage consisted principally of demolished signs, shattered plateglass windows, chimneys toppled over and uprooted trees.

Mrs. Catherine Yeager, 54 years old, was crushed to death beneath a brick wall which was blown down by the wind. Stephen Frankowick, 12 years old, was also caught under the wall. Both of his arms were broken.

A stone cross was blown from the top of St. Paul's church, at the corner of Main and Niagara streets, narrowly missing several pedestrians.

The extensive fruit orchards in Niagara county suffered severely, hundreds of frail peach and other small fruit trees being destroyed.

### The Blow at Detroit

Detroit, Mich., Oct. 20.—Although only one death, that of Mate David Syze, of the steam barge Joseph Fay, wrecked at Roger's City, Mich., was reported during the day as a result of the terrific storm which raged last night and today on the Great Lakes, evidence of disasters is reported in several directions.

The barge Rhodes, which broke away from the Joseph Fay before the latter was beached at Roger's City, was reported ashore today on Cheboygan Point. She is in an exposed position, but all of her crew were saved.

From Lake Erie come reports of the sinking of a vessel thought to be one of the barges of the fleet of James Corrigan, of Cleveland. Captain Stewart of the steamer Walter Scranton, which passed up the Detroit river today, sent word ashore that he

### Had Passed a Sinking Vessel

in Lake Erie. Captain Stewart's report was that the wreck was seen two and a half miles southwest of the southeast shoal lightship. The top of her cabin showed above water and the Corrigan colors were in evidence.

The steamer Bulgaria of the Corrigan line was soon sighted under shelter of an island. Apparently neither of the two barges Tasmania or Ashland, which the Bulgaria had in tow when she passed Detroit yesterday, were with her. From this it was inferred that the sinking vessel sighted was one of these barges, the fate of the other remaining a problem. Evidence of another wreck is found in the discovery of wreckage floating by Thunder Bay island in Lake Huron late today. The schooner Emma L. Neilson of Missappa, Mich., is reported ashore in Presque Isle harbor.

A fleet of about a dozen vessels are in shelter at the mouth of the Detroit River awaiting the end of the storm.

At an early hour tonight the wind at Detroit had fallen twenty-four miles an hour, the maximum here during the storm having been forty miles.

Grand Rapids, Mich., Oct. 20.—Reports from the harbors along the eastern shores of Lake Michigan indicate that last night's storm was the most terrific known on the lake for many years. At Holland the loss is estimated at $200,000. Today the highest sea ever known has been running. The surface of the bay is a mass of wreckage. At 8 o'clock last night the two-masted schooner Kate Lyons, in making for the harbor, missed the entrance and struck on the north pier, breaking in two. Today there was not a vestige of her left. Captain Olson and his crew of five men were taken ashore by the life-saving crew at great peril to their lives. The Pere Marquette bridge over the St. Joseph river, has been damaged by the storm, and cannot be used.

Marionette, Wis., Oct. 20.—The storm last night did $5,000 damage along the north shore of the Menominee river. Docks have been washed away, boat houses torn to pieces and fuel supplies washed into the bay. New York boats and gasoline launches were destroyed and quantities of logs in the storage booms were washed away. The waves ran right up on the streets of Marienette and Menominee.

Chicago, Oct. 20.—The first storm of the autumn on Lake Michigan is in progress. During the night the wind attained the proportions of a gale. All sailing vessels in the harbor ready to clear today remained in port. Steamers touching here continued their trips in spite of the storm.

Rogers City, Mich., Oct. 20.—The steam barge Joseph Fay of Cleveland, owned by the Bradley estate, sprang a leak while fighting the furious gale on Lake Huron off this port today, and was beached by Captain Fletcher at Forty Mile Point light, six miles from here. The tremendous seas washed off the pilot house after the steamer struck the beach, and Captain Fletcher and most of the crew of fourteen men drifted ashore clinging to it. All the other members reached shore in safety clinging to the wreckage, except Mate David Syze, who was drowned. The barge Rhodes, which had been in tow of the Fay, was parted from her consort during the storm, and grave fears are felt for the safety of the vessel and her crew of six men. It is thought that the crew may have succeeded in making sail and reaching the Straits of Mackinaw.

Cheboygan, Mich., Oct. 20.—A two-masted tow barge went ashore on Lighthouse point in last night's gale, and is now being pounded by the seas. The name of the boat and her condition cannot be learned as assistance cannot reach her on account of the storm. It is thought that it may be the barge Rhodes, which broke away from the Joseph Fay last night on Lake Huron.

The harbor tug Cygnet, which has been aground near the entrance to the harbor for the past two days, was broken to pieces by the storm during the night, and this morning not a trace of her could be seen. None of the crew were aboard.


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## Dr. Chase's Nerve Food

Gloomy forebodings, fear of the future, apprehension of something dreadful to befall you, worry over little things, restlessness, insomnia, irritability—these are the indications of an exhausted nervous system.

They tell more plainly than words, more plainly than pains and aches, that, gradually but certainly, the nerve force of the body is being consumed more rapidly than it is being created. They point to physical bankruptcy—to helplessness of mind and body—to prostration, paralysis or locomotor ataxia.

There are certain elements of nature which go to form new blood and new nerve cells—to create new nerve force, the foundation of life, energy and vitality. These elements are so combined in Dr. Chase's Nerve Food as to be easily assimilated by the most weakened human body.

Being composed of such ingredients, Dr. Chase's Nerve Food cannot possibly fail to be of benefit to you, and its regular and persistent use will build up and revitalize the most exhausted and discouraged sufferer.

You cannot compare Dr. Chase's Nerve Food with any medicine you ever used, for it cures by the building-up process, whereas most nerve treatments merely soothe and deaden the nerves. Test this treatment by noting your increase in weight.

Dr. Chase's Nerve Food, 50 cents a box, at all dealers, or Edmanson, Bates & Co., Toronto. Portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every box.


### CABINET CHANGES.

St. John Sun.

When Sir William Mulock retires only six will be left of the fourteen who formed Sir Wilfrid Laurier's cabinet at the beginning. These are the premier himself, Mr. Scott, Sir Richard Cartright, Sir Fred. Borden, Mr. Fisher and Mr. Fielding. Sir Oliver Mowat was appointed lieutenant-governor of Ontario and has since died. Sir Louis Davies is a judge of the supreme court of Canada. Mr. Geoffrion died in 1899. Mr. Tarte retired in 1902, and Mr. Blair in 1903. Mr. Paterson and Sir Henri Joly were not in the cabinet until a year after it was firmed though they and Mr. Fitzpatrick were members of the administration. It is altogether likely that Sir Richard Cartright will soon follow Sir William Mulock into unofficial life, though he will retain his position as senator and will claim the pension. Ottawa Citizen.

# The Trades and Labor Congress

## Growth and Development of the Organization Discussed in an Interesting Fashion.

## Achievements Beneficial to Gr ea Bodies of Workingmen of the Dominion.

Colin McKay, writing in the Montreal Star of October 14th, says: The Trades and Labor Congress of Canada has attained its majority. Its character, as exemplified in its past conduct, has won the respect of a philosopher like Goldwin Smith; its importance and power is recognized by the chiefs of the Manufacturers' Association; its objects and aims, as well as the methods by which it seeks to achieve its purposes, undoubtedly commend themselves to the great majority of Canadian workingmen, organized and unorganized.

Its history, though unexciting, is interesting; its achievements, though not spectacular, have been beneficial to great bodies of workingmen. That its twenty-first annual session should be presided over by a French-Canadian is somewhat appropriate; for though the fact is probably not very well known the first labor union organized in Canada was formed among the French-speaking workingmen of Quebec over sixty years ago. An interestiug story of how it came to be formed is told by French-Canadian union men today. A Quebec workman was visiting an asylum for insane people, when noticing the small number of keepers in comparison with the patients, many of whom were wandering freely about the place and comporting themselves rather violently, he asked a keeper whether he wasn't afraid that his charges might get up a conspiracy and rise against those in charge of them.

"No fear," answered the keeper. "Lunatics never organize."

The workman along with his fellows had just submitted to a cut in wages, and the keeper's words set him thinking. So, finally he went to work and organized a society, which aimed at the regulation of working conditions, and provided for the care of sick members and the payment of death benefits.

### Many Difficulties.

The organization of the labor movement in Canada has proceeded in the face of formidable difficulties. The geographical situation of the country, its comparative isolation, its sparse and scattered population, rendered the organization of labor a slow process; the more especially as the industrial condition of the country some years ago did not impress upon the workers the necessity of combination to safeguard their interests. But when the development of industrial enterprises began to mass men in cities, differentiating to some extent the interests of capital and labor, local unions sprang up in all the industrial centres. And as the concentration of wealth, and the development of machine-moved production proceeded on the one hand, the unions extended their scope, the locals organizing into national bodies, and finally affiliating with international societies, when the facilities of communication and travel made it possible, a national federation of the various trades unions was proposed.

In 1873—thirty-two years ago—labor delegates from various cities in Canada met in Toronto, and organized a federation under the title of the Canadian Labor Union. In his address of welcome, President Carter outlined the objects and aims of the convention, and emphasized the necessity of centralizing their energies to promote the adoption of legislation to safeguard the rights of the laborer. "The future greatness of this country," he said, "depends to a great extent upon the identity of relationship between capital and labor, and I think I speak your sentiments when I say you do not meet with a view of infusing a spirit of discontent and dissatisfaction, nor to create hostilities between capital and labor. * * * If is is necessary for the establishment of governments and the constitution of parliament to have organizations, so also it is highly necessary there should be a thorough system of organization among workingmen so that they may raise themselves to a good social and moral position and enjoy the rights and privileges of citizenship. * * * Many of the grievances of the working classes spring not so much from any power exerted by the ruling classes, as it does from the result of the ignorance of workingmen who accept conditions unfavorable to them without protest, or because individually they do not have the power to protest."

The Canadian Labor Union convened in Ottawa the following year, and again in St. Catharines, but for some years thereafter owing to the prevalence of bad times, no sessions were held. In 1883, however, a convention was held in Toronto, and the federation was reorganized under its present title.

The congress met again in 1886, and since then a session has been held every year. The congress has convened in Montreal on four occasions: In 1889, when Urban Lafontaine, of Montreal, was elected president; in 1893, when P. J. Jobin was elected; 1899, Ralph Smith elected; and in 1904, when Mr. Verville, the present president, was elected. At the Montreal convention in 1899, some of the delegates had an amusing experience. At the request of a local union they waited on a Montreal manufacturer to ask him to organize his shop and adopt the union label.

"Have you, as employers of labor, adopted the label?" the manufacturer asked. The delegates declared they weren't employers of labor.

"Oh, but you are consumers, and consumers are the real employers of labor," the manufacturer responded. "I presume you employ union labor to make your clothes, boots, hats, etc., and are plastered over with labels?"

But the delegates were very poorly supplied with union labels, and they retired, somewhat amused at the way the manufacturer had turned the tables upon them.

### Labor Legislation.

In the past the activities of the congress have been mainly confined to the promotion of labor legislation. Some important concessions have been obtained at Ottawa, while the provincial parliaments have adopted many laws beneficial to workingmen. In recent years, however, the congress has not made much progress in this direction, having its hands full to prevent the adoption of legislation inimical to labor interests. Away back in 1876, the congress was demanding the abolition of the Senate, labor representation in Parliament, the abolition of property qualification for aldermen, public ownership of franchises, tax reform, exclusion of Chinese, and they are still demanding them.

The congress now represents a membership of 200,000, and may be said to be the legislative mouthpiece of the wage-workers of Canada. At the same time it does not by any means embrace all the trades unions of Canada. There are the national unions of this province, and Knights of Labor, who hold an annual congress of their own. There are the big railway organizations and the miners' unions and workingmen associations of Nova Scotia. And then there are the unions of the West, which dissatisfied with the conservative methods of the international trades union movement, have cast in their lot with socialist organizations of the Western States, led by Debs.

The congress has always had great difficulty raising funds to carry on its work. Nearly all the unions attached to it pay dues ranging from 15 to 30 cents per week per member to that international body, which in turn pay a per capita tax of 8 cents annually to the support of the American Federation of Labor. Now as there are over 200,000 Canadian workmen attached to the international unions, nearly $20,000 of Canadian money goes to the A. F. of L. to be used in securing legislation for the United States workmen—and that, too, in addition to the vast sums they pay towards the maintenance of the various international bodies. Out of the $20,000 the A. F. of L. receives from Canada, it makes a grant of $500 to the congress, and some years expends $2,000 or $3,000 on organization work. If the Canadian congress had the whole $20,000 at its disposal, it would undoubtedly be able to exercise more influence than it has done in the past.

## Dr. George MacDonald

London Times.

We regret to announce that Dr. Geo. MacDonald died on Monday, at Sagamore, Ashtead, Surrey, in his 81st year.

George MacDonald, poet, preacher, mystic, and novelist, was one of the most characteristically national writers that Scotland has produced; and of his assured place in the history of Scottish literature there can be no reasonable doubt. The story of his life is soon told. George MacDonald was born at Huntly, in Aberdeenshire, in 1824, the son of a miller and farmer, whose wooden leg loomed large in the child's early recollections, and who lived to see the fame of that child's fame. His family claimed descent from the MacDonalds, of Glencoe. George MacDonald grew up at home, amid the magnificent scenery which he afterwards loved to describe in his books, until he was old enough to be entered at King's College, Aberdeen. A contemporary of his has recorded a significant incident of his student life: Walking one Saturday with a number of other young men near Aberdeen, MacDonald saw a drover cruelly beating one of his beasts. He ordered him to stop, and when the drover merely laughed, he took off his coat and gave the man a thrashing. Of the university as it was then, George MacDonald afterwards drew a vivid picture in his poem "Hidden Life," which Sir William Geddes styled a classic epic of student life at Aberdeen.

After graduating at Aberdeen, MacDonald went to the Independent College at Highbury. He found in Congregationalism the natural opening for his particular protest against the narrowness and rigidity of Scottish Presbyterianism of half a century ago. In 1850, after completing his course at Highbury, he accepted the pastorate of Trinity Congregational church, at Arundel, the beautiful little Sussex town usually associated with the Duke of Norfolk's religious faith. At Arundel he married; two children were born to him there, and there the delicacy of his health was brought home to him by the breaking of a blood-vessel. There, too, he passed through a certain spiritual struggle. His personality strongly attracted the younger members of his flock, but his preaching did not please his more influential hearers. He had no love for dogma for its own sake, and the note of continental theology in his sermons both puzzled and alarmed the older people. His sermons, alternately unorthodox and mystical, were generally over the heads of his flock; and in 1853 it was intimated to him that his views were not in harmony with those of the congregation. He therefore retired from his charge quietly and with dignity, entering upon no useless contest.

It should be said that George MacDonald's religious attitude was greatly influenced by that remarkable character Alexander John Scott, to whom he dedicated his novel "Robert Falconer" in the following words: "To the man who stands highest in the oratory of my memory, Alexander John Scott, I, during, presume to dedicate this book." F. D. Maurice also influenced him; and some time after leaving Arundel he became a lay member of the Church of England. In his novel "Alec Forbes of Howglen," published in 1865, may be traced the manner in which this change of opinion was brought about. He continued, however, to preach every Sunday, unless he was unavoidably prevented, and to one who asked him why he would not be addressed by the title of "Reverend," ordinarily adopted by clergymen, he replied: "Because I can speak with more effect to laymen as one of themselves. I am only a lay member of the Church of England. If any one wants to hear me, I am glad to tell them what I believe just because I believe it. I never accept a penny for preaching."

George MacDonald's first book, a poem entitled "Within and Without," appeared in 1856. He said afterwards that this beginning brought him in as much as £20, and thus encouraged him to adopt a literary career. He followed it up with "Poems" (1857); "Phantastes," a fairy tale (1858); and "David Elginbrod" (1862). The last-named was described in our columns at the time as "the work of a man of genius." It was certainly a vivid presentation of Scottish character, tinged with keen feelings for the beauties of nature and with a certain Celtic mysticism. "Adela Cathcart" and "Alec Forbes" followed in 1864 and 1865, and two or three others of less importance. In 1868 appeared "Robert Falconer," which he himself considered his best story. His novels were not novels in the ordinary sense. Many of them were permeated with the intense spirituality of the "Pilgrim's Progress." Yet he draws real people and places in his stories.

Not the least of George MacDonald's fame will rest on his writings for children, a genre in which mediocrity is so fatally easy. Many people now nearing middle age will remember his delightful stories in Good Words for the Young. In his poetry, too, he showed that he retained the heart of a child almost as much as Stevenson. George MacDonald's inspiration, however, sometimes deserted him, and then his versifying was commonplace and vague. Nevertheless, his "Book of Strife, in the Form of the Diary of an Old Soul," in the Runic Royal measure, certainly one of the most original poems of our time, was hailed by Ruskin as one of "the three great religious poems of our century."

George MacDonald for many years spent the winter at Bordighera, where his house, Casa Coraggio, was a literary and social centre. In the later nineties his health broke down, and he became only the ruins of the man he once was.

# Will Test the Pilotage Law

## Suit Brought Against the Pacific Coast Co'y Steamers at Golden Gate.

## Pilotage May Cost the Company $12,000 a Year Unless Victoria Call Abandoned.

(From Saturday's Daily.)

The Pacific Coast Steamship Company has begun a test case as to the legality of the new California pilotage law, the enforcement of which threatens to cause the stoppage of the call at Victoria by the steamers of that company. Four libel suits have been filed by different pilots. The pilots sought to have the San Francisco collector refuse a clearance to the steamer Umatilla, but the collector notified them that the collection of compulsory pilotage was not a duty that devolved upon the United States government. The test cases against the Queen have followed. The new pilotage law in force at San Francisco exempts coasting steamers from paying pilotage unless a pilot is engaged, but makes all vessels from foreign ports liable for full pilotage, whether pilots are taken or not. Going from Victoria to San Francisco, the steamers of the Pacific Coast Steamship Company are considered as foreign vessels. The steamship company, however, holds that its steamers touch at Victoria incidentally and are coasting steamers within the meaning of the act. The question to be decided in the test cases brought by the four pilots against the steamer Queen is whether the vessel is to be construed as a coaster or a foreign steamer.

The increased burdens and impositions that the new pilotage law of California imposes upon the Pacific Coast Steamship Company approximate $12,000 a year, and unless the contention of the company in the test cases now pending is maintained, it is intended to abandon the call at Victoria and Vancouver. The vessels wil instead run direct from Seattle to San Francisco, in which case there will of course be no question as to them being other than coasting steamers.

### PRINCESS MAY IN.

Steamer Princess May, Captain McLeod, reached port yesterday afternoon from Skagway. The steamer left the Lynn Canal port on Monday and experienced pleasant weather on her way south. She brought 163 passengers south.

The majority of the passengers who arrived on the May came out from Dawson and Whitehorse. Three steamers were expected at Whitehorse this week from down-river points, and all were coming up the river loaded with passengers. Among the passengers arriving on the Princess May were several steamboat men who have been running on the river steamers during the summer and who will spend the winter on the outside.

Capt. McLeod stated upon arrival that the cold weather had set in in the Northern country while it was very cold at Skagway, no snow had fallen there, but the mountains surrounding the American city were covered with the "beautiful."

Of the 163 passengers who arrived on the May, 50 were booked through to Seattle.

### SOUGHT MANCHURIAN LINES.

A story was received from Kobe by steamer Lyra, which arrived Wednesday, to the effect that the visit of Messrs. Harriman and Schwerin, of the Pacific Mail S. S. Co., to Japan, was due to the fact that they wished on behalf of their company, to lease or purchase the part of the Manchurian railway now in Japanese hands by virtue of the treaty of Portsmouth. This branch of the line runs from Port Arthur to Changchun, a short distance south of Harbin, where the Russian line joins the main road. The Pacific Mail officials were unsuccessful in their quest, according to the story, as the Japanese had already made arrangements with British and Belgian capital to finance the road, which will at once be converted to the Japanese standard guage. Had Messrs Harriman and Schwerin been successful it was their intention to establish a line of steamers to connect with the road which is expected to be very busy within the next few years. A similar project was contemplated about six years ago, when the Russian port of Dalny was at its zenith. It was then planned to run a line of steamers connecting San Francisco with Dalny. The Sanyo Railway company, a Japanese line running from Kobe to Shimonsoeki, has established a steamship service with the newly-built passenger ferry steamers which run upon a twelve-hour trip between Shimonsoeki and Fusan, connecting with the Korean railway which will ultimately join the Manchurian road at a junction to be created at Liaoyang. Mr. Harriman is now hurrying back to San Francisco by the steamer Siberia, which has omitted the usual call at Honolulu, and is seeking to make an ocean record. The railway and steamship magnate is in a hurry to get home because of the recent actions of J. J. Hill and other rival railway men now at work on the Pacific coast.

# B. C. AFFAIRS IN THE METROPOLIS

## Banquet at the Sphinx That Afforded Good Opportunity for Agent General.

Advices from London, under date of October 6th, are to the effect that the annual dinner under the auspices of the Sphinx club, at which Hon. J. H. Turner, agent-general for the province, spoke, was a great success. Mr. Turner made a decided impression in his remarks respecting this province.

Among the visitors at the offices of the agent-general during the early part of October, were the following British Columbians: Edward Musgrave, John Dean, B. C. Nicolas, city editor of the Times; J. Buntzen, managing director of the B. C. Electric Railway company; I. Rubinowitz, A. F. Welby-Solomon, Hon. Forbes G. Vernon, F. G. Shallcross, H. E. Levy.

The agent-general is preparing for a series of winter lectures and is inundated with requests for the loan of lantern slides.

Under the caption, "Advertising the Colonies," the Morning Post, in its issue of October 5th, says: "The Sphinx club, whose members assembled at dinner at the Hotel Cecil last evening, under the chairmanship of Mr. J. Morgan Richards, is composed of gentlemen connected with the advertising of British goods. There is no apparent connection between the Egyptian enigma and the objects of the club, but the cult of the Sphinx has been adopted seemingly as a bond of union, and evidences of it were to be seen in the table decorations, the menu cards, and in a representation of the Sphinx which faced the chairman, and which at one period of the evening gave forth some oracular utterances while the lights were lowered. It is the custom of the club to discuss some topic of interest to the members after dinner, and the subject for debate last evening was "Why should we advertise in the British Colonies?" Mr. Turner, agent-general for British Columbia, cordially endorsed the proposition that thorough advertising would tend to the advantage of the British merchant if done in the colonies. The demands of the people in British Columbia were rapidly growing, and all believed heartily in preferential trade with the Motherland. The speaker gave some amusing illustrations of the direct method of advertising adopted in Canada. Mr. Taverner, agent-general for Victoria, said British traders should advertise in the colonies because the inhabitants of the colonies were British people and wanted to do business with their own. In Australia Americans and Germans advertised in the most up-to-date manner. As to preferential trade, he believed he could say that so sure as the sun set preferential trade would be an accomplished fact so far as Australia was concerned. Mr. Howard, agent-general for Nova Scotia, spoke of the trade competition in Canada of the United States, which had so great an advantage from their geographical position. Mr. Jenkins, agent-general for South Australia, expressed the opinion that Americans were undoubtedly the best advertisers in the world. They advertised umbrellas in the Sahara desert, and would advertise in heaven if they could reach there. (Laughter.) Mr. Watson, agent-general for Prince Edward Island, Mr. Dobson, agent-general for Tasmania, and Mr. Martin Miller, American consul-general in New Zealand, also took part in the discussion."

### BIG MILLING ENTERPRISE.

#### Fernie Rejoicing at Plans of the Elk River Company.

The present plans of the Elk Lumber company look a little rosier for Fernie, and there will be general rejoicing if they are carried out, says the Fernie Free Press. It is almost certain that a good-sized mill will be put on their present mill site, a mill large enough to handle all their lumber this side of Hosmer, if not the whole cut.

The manager, Mr. O. L. Boynton, who spent a week or two at the coast recently, looking up material for the new mill, returned a few days ago and left on Monday for St. Paul, to consult with his directors on the plans for the new mill. Mr. Boynton will recommend that a fire-proof mill be erected, the first story to be of concrete and the upper part to be covered with corrugated iron sheeting. That Mr. Boynton's plans will be accepted is generally anticipate; already work has been commenced on the new boiler house, which is to be constructed of concrete blocks. The bridge problem is apparently not fully decided upon, one report being to the effect that the C. P. R. spur now as far as the river, will be continued across the Elk on three 100-foot spans, while another has it that the bridge will be a cheap structure for the handling of tram cars used in transferring the timber to the railway cars.

Mr. F. G. Wesson, who bush foreman for a force of 70 men at work rebuilding the logging camps on the hillside destroyed in the forest fire this summer, and in getting out mill and bridge timber.

# JOHN HOUSTON'S FAREWELL TO B. C.

## Letter From Nevada Tells of the Plans of Eccentric Mayor of Kootenay Town.

The Nelson Tribune, in its issue of Monday, has the following from John Houston:

Goldfield, Nevada, Oct. 9, 1905.

I should have dropped a line before now; but as I was a wanderer I thought it best to defer writing until I had a post office address. I have been here a month, and shall remain for a time. Goldfield is a boom town, built up in less than two years on shipments of very rich ore, some of it from a distance, but none of which came from below 200 feet. Property is very high, 25-foot lots on the main street being held at from $200 to $400 a front foot. But I am of opinion the town has seen its best days, although it will be a mining town for years. Tonopah, 28 miles distant, is in the same condition. At that place there are well-defined veins of good width, carrying good values in silver and gold. Several shafts are down over 700 feet, and one or two over 1,000 feet. Sixty-five miles south is another district (Bullfrog,) in which several remarkably rich finds have been made. But this is not a new country by any means. Old districts are scattered all over this section of the state, several having been scenes of active mining operations 30 and 40 years ago.

Goldfield is a type of the American mining town. Most of the residence buildings are canvas. There are also good frame buildings, and half a dozen stone buildings, one almost as large as the K. W. C. block. But the country around is a desert.

I might write something personal; but the least said the better. The decision of Judge Irving made me disgusted; that decision, coupled with the fact that I seemed to be unable to make any headway in business at Nelson, developed a fit of despondency.

It was continual worry, and borrowing from Peter to pay Paul.

I am discredited. I am broke in my old age; but I gave Nelson and its people the best that was in me for 15 years, and every dollar I made is still in evidence in Nelson in property that is paying taxes.

The debts I left will be paid if I live; for I have good health and there are just as many chances to get ahead now as in former years.

I sent in my resignation as mayor today to take effect at noon on Monday, October 23. The council showed its calibre by passing that $1 a month motion; but, then, all things will come right in the end.

HOUSTON.

### MR. WHITNEY ON MR. BORDEN.

I was one of those who took upon myself a few months ago to ask Mr. Borden not to retire from the leadership. He has a capacity and a mental grasp which qualifies him to stand on the plane of any leader of the opposition. I believe the party really needs him and that the future will appreciate the wisdom of the party and the patriotism as well as the self-repression of all the leaders, including Mr. Borden, who have led that party.

# Irving's Last Resting Place

## Ashes of Dead Tragedan are Laid to Rest in the Poet's Corner.

## Impressive Services in the Abbey Attended by all Classes.

## Universal Mourning Throughout London Attests the Natio n-al Loss.

LONDON, Oct. 20.—Beside that other great actor Garrick, and under the shadow of the statue of Shakespeare, as the interpreter of whose plays he won fame, the ashes of Sir Henry Irving were today given burial in Westminster Abbey, thus being accorded England's greatest tribute to her dead.

The services were of an impressive character, and were conducted in the presence of a congregation which included many from the highest official life of England, eminent representatives of all walks of life and all the representatives of that gallery to which Irving was so invariably attentive who could find standing room in the abbey.

King Edward was represented by General Sir Dighton Probyn, keeper of the privy purse and Prince of Wales was represented by Lieut.-Col. Wm. H. H. Carrington comptroller of the Prince's household, while the cabinet ministers and ambassadors attended in person.

Whitelaw Reid, who is visiting in Scotland, came to London purposely to testify America's regard for the dead tragedian.

### Crowds Around the Abbey

Long before the hour set for the services to commence, large crowds gathered around the abbey, and those having cards of admission were in their seats as early as 10 oclock. Those who were unable to secure admission remained about the entrances until the conclusion of the ceremony when in common with the customs of others they passed through Poets' Corner to see the burial place.

The service, although short and simple, was most impressive. Promptly at noon the procession started from the chapel of St. Faith, where the casket containing the ashes had lain over night, and passed through the cloisters to the space between the choir and the sanctuary where the casket, covered with the pall of laurel wreaths, was placed on a catafalque. During the procession the choir sang a hymn. They followed the psalm, "Lord, Thou has been our refuge." The lesson was read by Canon Duckworth, the sub-dean of Westminster, who was assisted in the service by Bishop Weldon, Archdeacon Wilberforce, and Canon Hensley Henson. The anthems were "Crossing the Bar," and "Weep Ye Not for the Dead."

After the anthems the casket was borne to the grave as the organ pealed forth the funeral march from "Coriolanus." The only mourners were Lady Irving and the sons of Sir Henry Irving.

### Intimate Friends as Pallbearers

A few intimate friends and the pallbearers Sir Henry Bancroft, the Earl of Aberdeen, Lord Tennyson, Lord Burnham, Sir Alexander Muir Mackenzie, Beerbohm Tree, Sir Lawrence Alma-Tadema, Sir James Dewar, Arthur Wing Pinero, Mr. Burdett-Coutts, M. P., Sir Charles Wyndham, John Hare, George Alexander and J. Forbes Robertson followed the casket to the grave.

Of the mass of floral pieces sent by friends and admirers of Irving but four had places during the service. One of these was a cross of lilies from Queen Alexandra bearing the words: "To Sir Henry Irving from the Queen: 'Into Thy Hands, O Lord, Into Thy Hands.'"

That the death of Sir Henry Irving is considered to be a national loss is shown by the universal mourning throughout London. Thousands of people stood in the streets for hours around the Abbey as the only means of paying a last tribute, while for those who were unable to get into Westminster Abbey services were held in several churches of the city.

Upon his arrival in London from Scotland today, Whitelaw Reid sent the family of Sir Henry Irving a message conveying his personal regard for Sir Henry and sincere condolences on behalf of the American nation.

### MORE LOOT FOUND.

#### All But $10,000 Recovered of Money Stolen from Adams Express Co.

Bridgeport, Oct. 20.—The chances seem bright that the police will recover nearly the whole of the $101,000 stolen from the Adams Express Company in Pittsburg by Edward G. Cunliffe, who was arrested here yesterday and taken to Pittsburg. Tonight $9,065 was found in a