

THE TRIPLE ALLIANCE

Face to Face With Great Britain

Canadian Railroads Said to Contemplate Offices in Bristol.

London, March 9.—Today the estimates for the British navy for the coming financial year will be issued, and the Daily Telegraph warns the nation to be prepared for an increase in the number of more ships and more provision has been made for a new and more expensive dietary for the lower deck, already sanctioned.

FACING A TRIPLE ALLIANCE. One of the most notable features in the designs of the new armored ships of the great powers in comparison with those of ten years ago, which were then content with vessels which, judging from their type and rate of action, were intended primarily for coast defence, are today proper ships, almost without exception, first class. Captain Mahan has pointed out the most expensive philosopher he has read history to such purpose that he has convinced the world, and events have served but to confirm his conclusions, that Great Britain is being met by a dual alliance, and by a triple alliance, all busily striving to their strength, while as usual with new adherents, the United States, his latest convert, is a most enthusiastic supporter of the coalition of the past.

AGAINST THE MULLAH. An official telegram from Aden reports the successful execution of the forward move in the campaign against the Mad Mullah.

STEEERAGE FARE RAISED. A Hamburg telegram states that the German-American liners have raised the steerage fare to 180 marks. The new rate comes into force immediately.

OFFICES AT BRISTOL.

The outlook in connection with Canadian trade is an engaging subject of discussion in Bristol. At an early date the Canadian Pacific railway will, it is stated, open a branch line there, and it is understood that the Grand Trunk line will follow suit so that the port will soon be receiving attention to an unprecedented degree from two rival organizations of seafaring influence.

WAIT MR. CHAMBERLAIN.

Mr. Chamberlain's return is anxiously awaited. So far as actual business is concerned, the government is almost at a standstill in parliament, because the colonial secretary must be consulted before any leading items of the legislative program can be introduced, and before Mr. Ritchie can put the finishing touch to his budget. It is evident from the speeches delivered by Mr. Chamberlain in South Africa that certain grants will have to be made which were not anticipated when he left England last November, and the chancellor of the exchequer must make provision for them in the budget. The Irish land bill will involve a big demand upon the public purse, and it is only natural that the government should require to consider the strong man upon the porch to be embodied in that measure before it is introduced in the house of commons. The result of the indications which the members are now giving will be a congestion of the work at the end of the session and a forced view of the closure to stop discussion.

JONES AND THE CRITIC.

Another step has been reached in the quarrel between Henry Arthur Jones and The Times. The author of "The Whitewashing of Julia," the play from which the dramatic critic of The Times was excluded, has issued by the press a long letter in vindication of himself. This letter has already been refused publication in the columns of The Times, whose editor demanded an apology for the treatment to which the critic has been subjected. Jones' defence would have been more effective if it had been shorter, and less in the nature of an elaborate literary composition. Jones argues from the point of view that a first night stall is a courtesy given by the theatrical manager, not a boy or bias a critic, but "to promote that easy, gentle flow of good words and gastric comfort which will allow him to judge what is, set before him with temperate and gracious discretion." Jones spoils his case by emphasizing the personal differences between himself and The Times, which are at the bottom of the whole affair.

TRADE WITH THE COLONIES.

The development of American trade with the British colonies is watched anxiously yet by many people in this country. Complaints are raised that the Americans have of late monopolized the markets of Malta for flour and oil, to the disadvantage of British trade. Formerly these articles were imported from London, Liverpool and Hull, but the cheaper prices quoted from New York have ousted

British goods. This result is attributed to the direct service inaugurated last year by the Deutsche, Levant and Hamburg-American lines.

CHURCH DISCIPLINE BILL.

The chief religious event in England this week will be the discussion of the church discipline bill which comes up as a private measure. It dispenses with imprisonment as a method of punishing disobedient clergy, and substitutes for it deprivation of their posts and salaries. The bitter hostility of Lord Halifax and the church union to this Protestant measure is proof that it is considered an effective weapon against the extremists. The bill abolishes the bishops' veto power upon the proceedings against the contumacious clergy, but this feature will probably be altered. The extremists at both ends of the English church are against the bishops. The Protestants complain that the veto power of the bishops has been employed for the prevention of litigation and for licensing ritualistic disorders. Lord Halifax attributes all the troubles of the English church to the ambiguous attitude of the bishops, when the renewed vigor of that body is due to the faithful work of the advanced clergy. Notwithstanding the unpopularity of the bishops, there is increasing agitation in favor of increasing the number of dioceses, although every new bishopric involves a costly endowment.

SUCCEEDS DR. PARKER.

The acceptance of the Rev. R. J. Campbell as Dr. Parker's successor of the City Temple pastorate has commanded as much attention among the churches as the opening addresses of Archbishop Davidson. Mr. Campbell is a great preacher, with a marked dignity of style.

YOUNG VIOLINIST'S TRIUMPH.

Marie Hall, the gifted young violinist, who promises to rival Kubelik in the affections of the English concert room, last week repeated her first triumph at St. James' hall, playing the "Kreutzer Sonata," with Gottfried Galston at the piano, and displaying a mastery of technique in difficult works such as Bach's "Chaconne," Ernst's violin concerto in F, and Paganini's transcription of Avis, from "Moses in Egypt." The critics are convinced that she is already a great artist at nineteen, and has power in reserve. Expression may be lacking when intellectual subtlety is required, but she plays with tenderness and refinement, swing and energy.

Dispute as to Hours.

Philadelphia, April 4.—A disagreement between mine operators and miners today regarding the strike commission's ruling on the number of hours to constitute a day's work resulted in the closing of numerous collieries throughout the anthracite coal region. The greatest dissatisfaction is reported in the lower region, and in Pottsville, Shamokin, Mahanoy City and neighboring towns a majority of the miners were idle a portion of the day. At some of the collieries the men laid down their tools after they had worked eight hours, and at others they remained in the mines nine hours, but refused to work ten hours when requested to do so by the superintendent.

The operators assert that they will pay the men only for the actual time worked, and the miners declare this to be a violation of the agreement. Meetings of the local unions were held, and in a majority of cases the miners decided to return to work Monday, and submit the question to joint consultation committees of operators and mine workers, as suggested by the strike commission. Officials of the union are not permitted to interfere in the controversies.

Wealthy Woman in Court.

Hoboken, N. J., March 21.—A summons has been issued for Mrs. Hetty Green, reputed to be the wealthiest woman in the United States, to appear before Recorder Stanton and explain why she has failed to obtain a dog license for her pet terrier.

The complaint against Mrs. Green was entered by Health Inspector Grannell, who asked for a summons on the ground that Mrs. Green had violated the health code by not getting a license for her dog.

The license costs \$2, and the fine for failure to procure one ranges from \$3 to \$25 in the discretion of the court.

After the summons had been issued a man, who refused to give his name, came to the court and said that Mrs. Green had a dog license which she obtained in New York city and she supposed that it was not necessary to obtain another one here.

British Firms Reluctant.

New York, March 23.—The Daily Mail understands that great difficulty is being experienced in inducing British firms to consent to exhibit at the St. Louis exposition, cables the Tribune's London correspondent.

The reason for this seems to be the belief that the American tariff will render impossible the entrance of British goods into the United States. Such reluctance on the part of manufacturers will probably seriously affect the cooperation of the British government, and certainly lessen the sum which it would otherwise be willing to grant.

FOR SALE.—Good Dog Team—two first-class leaders. Apply 305 Duke street. Job Printing at Nugget office.

Some Salt Water Ghosts

By M. QUAD

In March, 1862, the bark Schuykill of Philadelphia encountered a brig, the Speedwell, in the bay of Biscay with a signal of distress flying.

The Speedwell had a cargo of coal for Gibraltar. She was also a new craft, this being her third voyage. While lying in the Downs at anchor at night the crew had been frightened by a moaning in the fo'castle.

At dark, on the night before the Schuykill came up, mates and all went away in the longboat and left the captain alone.

In June, 1868, I ran away from the Marblehead whaler Josiah Bemis in the port of Port St. Louis, island of Mauritius. A week after she had sailed away there came into port a ship called the Golden Horn, owned by an English firm in Bombay. She had touched at a port in Ceylon and was bound for Liverpool, and the crew had forced the captain to put in at St. Louis on account of the ship being haunted. Very little of the story leaked out when the six of us, who had deserted the whaler, shipped aboard of her.

The captain and both mates were English, and there were two English sailors in the fo'castle. Of the thirteen men forward there were five Portuguese. The cook was a negro and the steward an Irishman. Of those arriving in the ship at Port St. Louis only the captain and first mate remained. Cook, steward and all others were new hands. Four of the Americans were educated young men who had shipped for a whaling cruise in a spirit of adventure. The captain and both mates were above the ordinary, and even the cook was a man of considerable education who had been driven to sea by hard luck ashore. I tell you this because we had a mystery aboard, and superstition played no part in it.

Such of us as had heard the gossip about the ghost from the old crew had forgotten it when the Golden Horn was three or four days out. She was a fast craft, well found in every particular, and there was nothing to find fault with. One night, while I was acting as lookout on the bows, the hour being between 1 and 2 o'clock, I turned my face for a moment and saw a man standing about five feet away. I was in the captain's watch, which is really the second mate's watch, and Mr. Leslie, the second mate, was pacing the quarter deck, as I could see. It being a quiet night, with all sails full, the other men of the watch on deck were lying about to catch a wink of sleep, but ready to spring up at a call.

I at first thought the man to be

the captain, though it would be strange if he came forward. Looking closer, I saw that he was a total stranger. He was a tall, heavy man and had on oilskins, though the night was fine. If masquerading was got almost a crime on shipboard, I might have thought it the cook or steward, dressed up to play a joke. I could see the man at the wheel, and the mate and I looked about and counted the men in the watch. Then I advanced upon the stranger, and he backed up a few feet toward the port rail and swung himself over and out of sight.

I listened for the splash, but none came. I climbed upon the rail, but no one was in sight. I was still looking and wondering when Mr. Leslie came forward, and when he had heard the story he admitted that it was the ghost that had driven the other crew away. The spook had been seen by every man who stood watch from midnight to 2 o'clock, but by no one else and at no other time.

I promised to say nothing to any of the men, and I kept my word, but next night it was seen by the lookout just as I had seen it, and after two or three days more the thing was out. The Portuguese flunked at once and almost threatened mutiny, but the others of us, assisted by the officers, went coolly at work to solve the mystery. Not one of us was a believer even in dreams. We stretched ropes across the deck, but the shadow passed to the rail and over just the same. We stretched a net along the rail, but it went through the net as a puff of smoke would. We lighted the decks, and we even extinguished the binning light for a few minutes, but it made no difference. On one occasion every man in the ship stood on the spot and swung his arms and sought to grasp something, but the ghost came and stood and disappeared just the same.

At Cape Town the Portuguese cut sticks, and four English sailors were shipped. We were now all English speaking and all white men except the cook. We were determined to "lay" that ghost, and for at least twenty nights after leaving Cape Town we experimented. Not one of us was afraid, but the whole thing was considered a lark.

Do what we would, that shadowy figure appeared. It came as we lay becalmed, and it came as we were lying in a gale. No man saw its face. You simply saw a man there. As you started forward he stepped back and then to his left. There was no sound of feet, no noise at the rail. From forehead down to throat was a darker spot in the shadow, as if veiled. The arms seemed to hang down, but you also lost sight of the hands in the shadow. Captain, mates, steward, cook, every man aboard went on lookout and saw the ghost.

We took the ship into port, but no one wanted any more of her. The story got out, and for six months she was idle. Then she got a charter for Australia, was spoken twenty-two

days out and after that was never heard of again.

WEATHER IN "CYCLES"

Just ten years ago Prof. Bruckner, of Berne, announced his discovery of what is known as Bruckner's cycle. According to his idea, weather runs in cycles of about thirty-five years. Each of these cycles is divided into two periods, one of warm and dry years, the other of cold and wet years. The professor adds, however, that it is only at the beginning and end of these cycles that the variations are plainly perceptible all over the world.

His observations made in every continent show that 1863 was the culminating point of the last dry group of years, and 1878 of the wet and cold half cycle.

Thus, if we add thirty-five to the former date, it becomes plain that 1898 should have been the height of another warm and rainless period, which indeed it was, and that the year of the next wet period.

Weather observation has only become a science within the past forty years. Consequently it is difficult to say with any certainty whether meteorologists will ever be able to make weather prophecies with a positive assurance of being right. But, even from the amount we have learned up to the present, it is possible to forecast the weather on certain days with considerable accuracy.

For instance, it is fairly safe to say that from December 17 to December 21 there will be no severe gales, at least in the British Isles. For thirty years past there have been far fewer storms during these five days than at any other time during the month of December.

Another prophecy that may be made with a tolerable amount of certainty is that of sudden warmth between the 22nd and 26th of April, and an equally sudden and often very sharp, cold spell about the 10th to the 15th of May. Many reasons have been put forward to explain these regularly recurring changes, but none of them is satisfactory. Still, they help weather experts to hope that some day it will be possible to forecast the weather for a month ahead instead of, as now, for twenty-four hours at the most.

One may often hear it said, "if a walk is proposed, 'Let's go out in the morning.' It is so much more like to be fine." There is sound truth in these remarks. Dr. R. H. Scott, formerly chief of the meteorological office, has carefully examined statistics on the subject, and declares that the finest hours of the day all over the kingdom are from 10 o'clock to noon. He adds that in the west the heaviest rains occur in the hours of early morning, but in the east of England, and in inland places such as Leicester, the heaviest rains fall in the afternoon.

Here is another peculiar fact about

our weather which may be only a coincidence, or, on the other hand, may be found to be a fact worth basing predictions upon. During the past sixty years the hottest summers have occurred in years ending with a 5 or a 9, and the coolest in years ending with a 0 or a 4. The same thing seems to hold good so far back as 1810, but the observations are not trustworthy for more than about sixty years back.

Great Britain is, of course, one of the most trying of all countries for the weather prophet. Its position on the eastern edge of a huge ocean makes weather forecasting almost impossible for more than a few hours ahead. In many parts of the world everyone knows almost to a day when the rainy season will begin, when it will end, when the hottest day will come, and when the coolest. If we knew as much, the British farmer might have far better prospects — Answers.

CHANCELLOR'S VIEW.

Venezuelan Matter Discussed in Reichstag.

Berlin, March 19.—In the Reichstag today, during the discussion of the foreign office section of the budget, Baron von Hertling, of the Center party, referred to the Venezuelan affair. He said the public opinion at first demanded action, since Germany's honor seemed engaged, but after action had been taken, apparently with success, public opinion changed, and doubts arose as to whether it was necessary for Germany to risk so much. Chancellor von Buelow replied.

"The Venezuelan matter was from the very first neither a question of territorial acquisition or glory for us, but of a settlement through extraordinary means of business which had been complicated by the debtor's untrustworthiness, which of course the maintenance of our honor played a part. We were able to establish our claim only through common action with England and Italy.

"It was not merely a question of arranging matters in hand, but of giving a warning which would serve for the future. The mere money standpoint must not control in such cases. We dare not submit to breaches of the law. Otherwise we would not need ships or cannon.

"The Venezuelan case was exceptional. We shall not always dispose of such matters through force, but our action will depend on circumstances. Proof that force was necessary here is seen from the fact that the English government also resorted to forcible measures, whereas it is a well known principle of England's commercial policy that everybody investing private capital abroad does so upon his risk.

"We found ourselves in a dilemma, but nobody can reproach us with act-

ing without sobriety and calmness. We had to take care that our relations with other powers should not be disturbed through this relatively subordinate matter. There was no lack of attempts to create such disturbance.

"I here refer, of course, to no government but to the press which endeavored to engender ill will between the governments of London, at home and at Berlin on one hand, and the government at Washington on the other. The most ungrounded and silliest rumors were circulated as if we designed to land troops, make conquests or violate the integrity of the South American republics.

"In such lying legends an American paper was especially great. It invented an official of its own in the foreign office, who informed the paper that we wanted to swallow Venezuela first, then Colombia and finally Brazil!

"This statement of the chancellor called forth loud laughter. He continued:

"These perfidious attempts to sow discord were frustrated through the loyalty of the cabinet and confidence in the honesty of our policy.

"These fantastic and malicious stories, to our satisfaction, failed of their intended effect. Our relations with England and the United States remained intact and our demands against Venezuela are to be regarded as accepted, according to the protocol settling the controversy.

"Chancellor von Buelow then summarized the terms of the protocol, mentioning that Venezuela had already paid the first installment of the German indemnity, and said:

"The claims of the second class have not yet been subjected to investigation. The Venezuelan government is ready to co-operate in a joint commission at Caracas in investigating and fixing the amounts of those claims. The third class claims will also be settled.

"The cost of the blockade cannot yet be stated, but it is small.

"We have decided not to make a demand that Venezuela pay an indemnity to cover the costs of the blockade, owing to the rather hopeless financial condition of that country.

"We attained what we wanted and what under the circumstances was attainable. The action against Venezuela was inaugurated without a fanfare of trumpets and with all necessary vigor and was carried to the end without weakness and within expedient bounds."

Covered With Snow.

Cumberland, Md., April 4.—Very cold weather prevails here and throughout western Maryland. The rains today reached here covered with snow.

We are selling coffee at 25c per lb. Only 5 lbs. to any one person. N. A. T. & Co.

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