

Controlled By Canada.

Howling Because cannot Get the Non Trade.

Attended to Remove Privileges from Alaska.

of the United States has to immediately rescind the South Pacific territories.

No News From China

The Fate of the Ministers is Still a Matter of Conjecture.

Russa Wants the Ruling Voice in Settling With Pekin Government.

Crew of U. S. S. Oregon Saved and Chances for the Vessel.

London, July 1.—(3:55 a.m.)—The total amount of news from China last night leaves the situation, especially the fate of the ministers, as obscure as ever, and the London news agencies are endeavoring to find light in other European capitals. One says that the Chinese legation at Berlin declares that there is every reason to believe that the powers are willing to accept the intervention of Li Hung Chang and others.

A St. Petersburg correspondent quotes the Novosti as stating that the Russian official view is that Russia must play the leading role in the suppression of the revolt, that her interests are supreme in Northern China and that she must have the right of veto in the settlement with the Pekin government.

Reports from Rome are to the effect that the warships Vesuvia and Stromboli have sailed from Venice for China. According to the clerical ordinance, the Vatican has received from the public missions in China a report stating that the Boxers are directed chiefly against the Protestant missionaries, who are known to rely on the armed intervention of their governments.

A special despatch from Rome says that Signor Crispi has been informed of the situation and that he has made the following statement:

"China is neither Africa nor India, Europe, which has never been able to impose herself upon the immense Chinese empire, the oldest civilization in the world, the extension by treaty of which in China should arouse itself, all the resources of Europe would hardly suffice to conquer that vast continent, and it is responsible for all that may happen."

A special despatch from Shanghai, dated June 30, says that all the British U. S. S. Oregon, which went ashore in the Gulf of Pechili, have been saved. There is some chance that the vessel may be recovered.

FOR VANCOUVER CELEBRATION.

Lieutenant-Governor and Ministers Will Attend—An Important Case.

Vanouver, June 30.—Mayor Garden received a telegram from Victoria to-day saying that Lieutenant-Governor Joly, Premier Dunsuuir and Messrs. Turner and Eberts will attend the Vancouver celebration.

SPARTAN ASHORE.

Steamer Aground in the Middle of the Lachine Rapids.

Montreal, June 30.—The Richelieu & Ontario Navigation Co.'s steamer Spartan ran aground in the Lachine Rapids shortly after 6 o'clock this evening. The accident was caused by the breaking of one of the middle chains. Fortunately the break occurred before the worst portion of the rapids was reached. Captain Bacon, the pilot, was able to get the steamer over to the left side of Isle Heron, out of the main rapids, where she ran aground, keeling over on her side in a swift current. There was great excitement among the passengers, as the boat drifted out of the rapids and struck bottom and listed, but they were speedily assured, and the difficult task of landing them began. At midnight most of the passengers had been ferried to the shore en route to the city. It is said that the boat will be a total loss.

FRENCH NAVAL BUILD.

A Huge Increase in the Building of Warships.

Paris, June 30.—The chamber of deputies today adopted the clause of the naval bill amended so as to provide for the construction of six battleships and five armored cruisers, and appropriating 118,000,000 francs for the torpedo boats and submarine boats. This is an increase of five million above the amount asked for the latter classes.

THE ARSENAL CAPTURED.

A War Office Despatch Tells of the Recent Fighting.

London, June 30.—A naval brigade of about nine hundred blue-jackets and marines left Fort Simpson this morning for China. It is intended to use them as a landing force.

Canadian Trooper's Death

Shoots Him-self Through Heart—Under Particularly Sad Circumstances.

Colonel Otter Writes of the Good Work of the First Contingent.

Toronto, June 30.—The Globe publishes a letter from John A. Ewen, dated Kronsand, May 19, in the course of which he gives the following incidents regarding the march up from Bloemfontein:

"An exceedingly regrettable incident in the march was the suicide of Trooper Owen, of the Eastern Townships, Queen's Own Rifles, who was shot through the heart outside of Bloemfontein, and it appears he feared being court-martialed as a deserter. The idea was utterly without foundation, but it appears to have fastened on his mind, with the result that, after writing a letter giving reasons for his action, he shot himself through the heart with his rifle. His comrades in 'B' Squadron were much shocked on learning of his fate."

Among the special reports of the National Council, which was organized at the introduction of the bill, are the following:

"The National Council of Women of Canada represents no less than 315 different societies or associations of women, and one of the chief objects of the council is to bring closer relations with one another; but no society loses its independence by joining with the National Council, or is committed to the principles of any other society. Toleration is, therefore, one of the first lessons learned by council work. Respect and sympathy by degrees respect ignorant prejudice, and before long women who differ in religious faith, in their political opinions and social life, find there is nevertheless much work of common human interest that they can do together. Although much practical work has been achieved during the past seven years, the effect on individual character of the women is the most valuable result."

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CHINESE PROPOSALS.

France Not at All Likely to Fall in With Victories Views.

TINO NEARLY ESCAPED.

Filipino General Narrowly Escapes From United States Troops.

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National Council Of Women

Something About the Aims and Objects of the Association.

What They Accomplished Since Their Organization—Next Meeting Here.

The various particulars that have appeared recently in the daily papers announcing the special annual meeting of the National Council of Women of Canada, which is to be held in Victoria during the last week of July, have drawn forth many comments as to the National Council's aims and objects, and its accomplishments since its organization in 1887. The National Council consists of 22 federated local councils and 22 national organizations, including the Toronto, Hamilton and Montreal were the first Canadian cities to organize local councils in 1887. The National Council's aims and objects are to bring closer relations with one another; but no society loses its independence by joining with the National Council, or is committed to the principles of any other society. Toleration is, therefore, one of the first lessons learned by council work. Respect and sympathy by degrees respect ignorant prejudice, and before long women who differ in religious faith, in their political opinions and social life, find there is nevertheless much work of common human interest that they can do together. Although much practical work has been achieved during the past seven years, the effect on individual character of the women is the most valuable result.

Government Now In Office

Sir Henri Joly Presents His Commission to Members of Executive.

No Opposition to Messrs Turner and Eberts At Bye-Elections.

Lieut-Governor Sir Henri Joly Yesterday Formally Read His Commission to the Members of the Executive Council in the Presence of Mr. Justice Walkem, and is thus fully installed in his high office.

Contra to general impression, Sir Henri did not require to take the oath of office on arriving in British Columbia. He was sworn in in Ottawa and the necessary entry made in what is termed the "oath book." In the case of a lieutenant-governor being sworn in in one of the provinces, the oath is forwarded from Ottawa, but as Sir Henri was at Ottawa when he was appointed, he took the oath there; therefore, it was only necessary to sign the commission book, as he did yesterday.

SENTENCED TO DEATH.

Wholesale Murderer Has Been Found Guilty.

MINNESOTA INDIANS.

Alma Over the Situation Seem to Be Subsiding.

THOMAS TROUENCE DEAD.

Another of the Pioneers Who Came Here in the Fifties Passes Away at a Good Old Age.

BURDET-COUTTS' CHARGES.

Discussion on the Subject in the House of Commons.

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CATCH AT VANCOUVER.

Brings a Passenger from Dawson and a Hundred Thousand Dollars.

Wellsand Conservative Offer Nomination to Mr. McLeary.

WANT HIM AGAIN.

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ROSSLAND ORE SHIPMENTS.

Bossland, June 30.—Shipments of ore for the last week were 4,105 tons, all of which came from the Le Roi No. 2. The shipments for the six months of 1900 ending this evening being 72,080 tons.

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FIRE HORROR IN HOBOKEN HARBOR

North German Lloyd Piers and Huge Steam Ships Burned With Terrible Loss of Life and Property

Men Imprisoned Aboard the Blazing Vessels Piteously Wave for Assistance That It Was Impossible to Give.

Many Find Death in the Water in Preference to Being Burned—Loss Estimated at Ten Million Dollars.

New York, June 30.—The four great piers of the North German Lloyd line in Hoboken, were totally destroyed by fire this afternoon. The large passenger steamship Saale, the large freight and passenger steamer Bremen, and the Hamburg-American line steamship Phoenicia, a passenger steamer, were burned to the water's edge.

Campbell's storage warehouses, on the opposite side of the street, five big buildings in all, and each five stories high, are now blazing with intense fury and they are being burned to the water's edge.

The Kaiser Wilhelm der Grosse, which just came in to-day, was saved, though badly scorched at the bow. The Saale and the Phoenicia were towed down to the Jersey flats, blazing furiously and were left to their destruction.

An estimate of the loss of life cannot be given. Shortly after the fire started, a score or more of men were picked up in the river, badly burned. When the Bremen, Phoenicia and Saale were in the stream, men were seen at the port-holes waving their handkerchiefs for assistance, but none was rendered to them as the heat from the burning ships was so great that no vessel could approach anywhere near them. When the fire had got under such great headway that it was seen the Hamburg-American line pier had to go, it was blown up with dynamite.

From what can be learned to-night, the flames started among a large pile of cotton bales on pier 2 of the North German Lloyd Steamship Co. and spread with such remarkable rapidity that in 15 minutes the entire property of the company, taking in over a third of a mile of waterfront and consisting of three great piers, was completely enveloped in a huge blaze that sent great clouds of smoke high up in the air. The flames started suddenly and gained such headway that the people on the piers or the numerous vessels docked were unable to reach the street.

There were great gangs of workmen on the piers, and these, together with a number of people who were at the docks on business and visiting the ships, started in all directions. As all means of exit were cut off by the flames, they were forced to jump overboard, and it is believed a great number of people were drowned.

At the docks of the North German Lloyd were the Saale, a single screw passenger steamer, of 4,965 gross tons, and the Kaiser Wilhelm der Grosse, a twin screw passenger steamer, of 11,500 tons. They were adjoining pier on the north side, which had just come in, was the only one of the four big vessels at the docks that escaped. The loss of crews of these vessels is said to reach 100.

The fire was first discovered by the watchman on the pier. At 4 o'clock he saw a small stream of flame shoot from a pile of cotton on Pier No. 2, at which he immediately sent an alarm. In a few minutes the flames had extended to the steamship and were communicated to the pier. Here were two men, who were decked the Kaiser Wilhelm der Grosse and the Main. The tug was jammed with safety, although badly scorched at the bows. The steamship Phoenicia, a twin screw passenger steamer, of 6,761 gross tons, was docked. The flames got under the hull of the Phoenicia and she was towed out into mid-stream ablaze. The fire had by this time become so great that the burning of the Hamburg-American line pier decided the only way to prevent a total destruction of their great pier was to blow up the side of the dock by which the Phoenicia lay, and this was done. A number of barges docked at the pier also took fire, but in the effort to save other property no attention was paid to them and they were allowed to burn. In less than half an hour after the fire was discovered, the river was datted with burning craft and presented a grand spectacle.

It is feared that the loss of life in the holds of these vessels was frightful, as it is said that many of the crew who were asleep at the time were imprisoned there. The worst tale will come in the steamship Main, which was unable to be towed from the pier. This vessel had only arrived in the morning, and some of the passengers were still on board, and when the cry of fire was raised a number of them were seen to utter their last wishes. Most of them jumped overboard, and save for the few who were towed from the pier, consisting of a few men, although every hotel and hospital in the city of Hoboken is crowded with injured. Some of the passengers of the Main tried to escape to the pier, and it was almost certain that they perished in the flames. There was a general panic on the burning vessels. They were clinging to the piers and even to the rudders of the burning vessels. Some were picked up; many were

Peter Quinn, a justice of the peace in Hoboken, tells a story of having seen at least thirty people perish. He said that a score or more of men were picked up in the river, badly burned. When the Bremen, Phoenicia and Saale were in the stream, men were seen at the port-holes waving their handkerchiefs for assistance, but none was rendered to them as the heat from the burning ships was so great that no vessel could approach anywhere near them. When the fire had got under such great headway that it was seen the Hamburg-American line pier had to go, it was blown up with dynamite.

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