

ANOTHER WAR SEEMS INEVITABLE.

Britain Sends Ten Thousand Soldiers to the Transvaal.

The Whole of South Africa Said to Be Excited and Ready for Revolt—Chamberlain Makes a Bitter Speech—Troops Reviewed.

Most important information was brought in by the steamer Tyrrell on Wednesday night, and the prospect it forecasted was that war may by this time have been declared between Great Britain and the Dutch republic of Transvaal. The news was brought by Mr. Campbell Johnson, one of the Tyrrell's passengers, and himself directly from South Africa. He says that the situation between the two countries has grown steadily worse during the past two weeks, until, at the time he left the states, war seemed inevitable. The most important happening in connection with the affair was a speech delivered by Mr. Chamberlain, British secretary of colonies, who urged that drastic measures be taken against the Dutch republic and referred to that government as "a festering sore, which has four times since 1880 placed England on the verge of war and is undermining British influence in Africa."

South Africa for Independence. Cape Town, June 24.—Alarm over the Transvaal situation is growing and business is paralyzed. The original cause of the crisis between England and President Kruger—the grievances of the Uitlanders in the Transvaal—is sliding into the background, and the British mind is now agitated by rumors of a general war for independence in South Africa. The rumor is strengthened by the news that the Orange Free State is arming, and has appropriated £150,000 for military supplies and ammunition. In the event of concerted action for independence, the position of England would be precarious. The Dutch at the Cape, who outnumber the British and control the Cape parliament, are growing restless. The claim is made by them that Cecil Rhodes is scheming to introduce measures to annoy the Dutch as England oppressed America previous to the revolution. These suspicions of the Dutch only increase the bitter feeling existing. Peace advocates on both sides are striving to effect a settlement, but their efforts apparently are overshadowed by a desire for war upon the part of the Dutch.

London, June 24.—A Bombay dispatch says: "Ten thousand soldiers of the Indian army are under hurry orders to depart for Natal, on the borders of the Transvaal. They will leave in 10 days."

Berlin, June 24.—In diplomatic quarters it is stated that the situation in South Africa has grown worse. War between England and the Dutch is scarcely avoidable.

Dutch Plan of Campaign. London, June 23.—The St. James Gazette this afternoon claims to have received from an absolutely reliable source at Pretoria, the capital of the Transvaal, the plan of campaign which will be followed by General Joubert, commander-in-chief of the Boers, in the event of war between the Transvaal and Great Britain. General Joubert's force, it appears, will consist of 20,000 men, armed with Mauser rifles, in addition to 46 quick-firing guns and 1,000 artillerymen, most of them drawn from the German and Danish armies. With these troops and the help expected from the Orange Free State, Joubert expects to take the offensive immediately after the declaration of war, enter the Orange Free State and march on to Kimberley, the British diamond mining center.

In his march on Kimberley, Joubert will use the railroad as far as available, and expects to capture the town with slight loss and blow up the De Beers diamond mine. Simultaneously, it is added, the railroad from Capetown, too, will be destroyed by Boer sympathizers and agents in Cape Colony, who will also destroy the Port Elizabeth-Pretoria line, south of Bloemfontein, to prevent British troops using it.

Finally, immediately after the capture of Kimberley, General Joubert will advance on Capetown through the western provinces, where the Dutch predominate, and are expected to join the Boers. Joubert calculates that he will be master of Capetown in a fortnight after the declaration of war, and that he will then be able to dictate terms of peace.

Miners' Rights. The limit of right vested in a miner through his claim was defined by Judge Dugas this week in handing down a decision in the case of Hill vs. Hultgreen & Hutchinson, which was on a motion to dissolve an injunction by which defendants had been restrained from operating a sluice on their claim, No. 6 above on Bonanza. As will be remembered, the Dewey hotel is situated on this claim, and it was to prevent the undermining of the building that Proprietor Hill sought the injunction. The argument brought out the fact that the claim was originally the holdings of one Kauffman, and that he was paid \$500 by Hill for the privilege of putting up the hotel there, and that he agreed not to operate the claim in a way that would endanger the hotel. In June, however, the new owners dug a ditch before the hotel and a large volume of raging water

turned into it began to eat away the ground before the hotel and in the street—for the claim is also on a townsite, being lot 2 of block C.

In passing upon the case Judge Dugas held that the present owners are not bound by the Kauffman agreement nor, indeed, would Kauffman himself be, for the agreement is illegal and has no binding force. The holder of a claim, the judge holds, is only vested with the rights expressly granted to him by the regulations, and is a simple right of entry, extending no further than a right to work his claim in a miner-like way. Any outside dealings or speculations made which would not have in view such a development is not permitted within the spirit of the regulations and is illegal. The fact the property in question has been town sited is considered by the judge to militate in favor of the defendants; the regulations give the miner the right to enter upon and prospect for gold upon any lands in the Yukon except government and Indian reservations, and even on private lands under certain conditions.

Neither the crown nor an individual has a right to prevent the working of a claim, at least without providing compensation for damage. The laying out of the townsite did not vest the plaintiff with any right in the property.

The judge found for the defendants and issued an order dissolving the injunction which had restrained them from operating their claim. Mr. Hill will probably make a satisfactory arrangement of some kind with the claim owners.

FREE FERRY CASE. The judge also disposed of the case of the free ferry so far as he was concerned, though he did not pass upon the merits of the case nor take any action upon the injunction which was served upon Lee Pate, who operated the ferry.

In an opinion handed down Monday, the court said: "The question turns upon the constitutionality of ordinance No. 23, granting an exclusive privilege for a ferry or a federal government road to the plaintiffs. By section 59 of the judicature ordinance, whenever such a question arises it becomes the duty of the judge not to decide the same until the attorney general is so notified and given an opportunity of being heard by himself or agent." As there is no attorney general here, the court referred the matter to the Yukon commissioner and legal adviser, satisfied that they would carry out the spirit of the ordinance.

Another Edmonton Party in. Still another of the many belated parties of argonauts who fell victims to the lurid exploitations of the numerous all-Canadian routes to the Klondike, reached Dawson Sunday, after a series of trifling experiences, covering a period of 14 months. The hardships, dangers and privations which beset them on the long journey would fill a large volume, though many of the recitals would appear impossible to the mind of the people outside who know nothing of the great country through which the men passed.

The party was made up of Captain George Dunn, Edward Miller, Alfred B. Clegg, Wm. Brownlow, James Walkwork, Chas. Fowler, Hugh Stevens and Henry Jackson. Mr. Clegg is a brother of Mr. Clegg, stenographer for Justice Harper's court, and the reunion of the two was one of mutual joy. In one respect this party stands without a parallel in achievements, for they are the only ones possibly, who ever made the trip from the initial point on the McKenzie river to Dawson in the same boat.

The party embarked from Edmonton, going thence to Prince Albert's landing, where they hauled their outfit overland 150 miles to Green Lake. There they built two boats, each 32 feet in length by eight feet wide, and started May 25, 1898, on their long and perilous journey. They worked their way down the McKenzie against a north wind for 200 miles and in September crossed the Great Slave lake. Pressing onward patiently the party reached Destruction City on the Bear river in time to go into winter quarters. Here they became a part of a settlement of 110 people, all bound for the Klondike.

The trip up to that point had been one of the utmost hardship. Between Green Lake and Fort McMurray, for instance, they met with 110 miles of rapids, in which stretch were many portages, one of which was 12 miles in length. One who has come to the Klondike can form some conception of the awful labor necessitated in getting the heavy boats and outfit around this point, and when it was completed the hardships were but half over.

Upon the return of spring, the party went at their task again and, after many weeks of hard work succeeded in making a portage of 60 miles to Bell river, not far from the waters of the Arctic ocean. There they rigged one of their boats with a stern paddle wheel, an eight-horse power boiler and engine, which they had lugged all the way from civilization, and sailed down the Bell to the Porcupine, which they followed to the mighty Yukon at Fort Yukon. They left that place on June 22 and reached Dawson, the end of their remarkable journey, on Sunday last.

Mr. Clegg says that most of the people who succeeded in living through the awful hardships of the trip were so thoroughly broken down and discouraged that they went down the river from Fort Yukon and will go out at once.

Notice. Dawson, Yukon Territory, June 21, 1899.—We, Frank C. Lory and M. T. Beaver, formerly the members of the firm of Beaver & Lory, carrying on a mining business and other general business, as set out in our articles of partnership, duly filed, at Dawson, in the Yukon territory, under the style of Beaver & Lory, do hereby certify that the said partnership was, on the 19th day of June, A. D. 1899, dissolved. Frank Lory will collect all monies due and pay all indebtedness. FRANK C. LORY, M. T. BEAVER.

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