Terminal City Statistics

Last Month Shows Record in Value of Building Permits Issued.

Taxing Bicycles Results in Curtailment of a Healthy Pastime.

Good String of Horses Expected to Run in Next Club Meet.

From Our Own Correspondent.

Vancouver, Sept. 3.—The officials of the Treasury department of the City Hall have been so busy of late that they are unable to compute the amount of taxes paid in to date in comparison with other years. It is said, however, that the taxes have come in well and it would probably be found better than for some years. The extra amount of work is caused, owing to the expiring for redemption of lands sold at the tax sale. There was a large amount of land sold in this way, and a large proportion of it was redeemed by the original owners, while deeds had to be given by the city for the rest.

The buildings permits last month amounted to about $125,000, one of the largest months in the history of Vancouver. The building trade is reported to be very active and most of the contractors very busy.

Oil has not been struck in the Alberta wells, owned by a Vancouver syndicate, although the indications are very promising. It was not expected that oil would be struck before a depth of 1,000 feet had been attained.

Between the hours of twelve, noon, and one o'clock today a column of smoke rose from the top of the peak of the Western Lion. It was Mr. Atwell King's sign to all unbelievers that he again made the ascent of the lofty peak.

An asphalt pavement is being laid on Robson street from Burrard to Granville streets, while the boulevard is being nicely trimmed. The improvements are taking place on the south side of the street, and when completed the asphalt pavement will extend from Thurlow street to Granville.

Mr. T. Scott, one of the best known men around Abbotsford, who has been confined for some time to the hospital, this city, is able to be out again. For a number of years Mr. Scott has been prospecting for gold on his ranch with the greatest patience, doing most of the sinking himself, but thus far, while the results are hopeful, no vein has been struck. Mr. Scott is also interested in a mine on Fire mountain adjoining the Fire Mountain Mine Company's property.

2,256 bicycle tags, of the ordinary dollar kind, and 337 messenger boys' tags, have been disposed of by Inspector Brown since the first of the year. There is no doubt that the number of bicycles ridden are falling off. Bicycles in Vancouver are not used now for pleasure as much as for business. The first year that bicycle tags were issued was the largest, there being 2,700 sold.

News of the logging world is nil. Inquiries from a number of well-known logging camps elicited the information that things had not been so dull in logging for years as they are just at present.

Land at North Vancouver is selling very readily just now. Messrs. Morden and Lett alone disposed of $35,000 worth of lots in the last week.

Mr. Walter Graverly and Mr. W. Hodson and party left yesterday for Nanaimo on a pleasure trip on Mr. Hodson's yacht, "Widewake."

Mr. George Cassidy, who has been East in connection with the B. C. Packers' Association, in speaking of the tourist travel, said it was so heavy in Eastern Canada that it was difficult to secure rooms in a hotel. He noticed this particularly in Halifax and Montreal. The heaviest tourist travel, however, seemed to cease at Winnipeg coming West.

Hon. R. G. Tatlow, M. P., was in the city yesterday. Captain Tatlow says that while his colleagues in the Cabinet are working on the outside he has been kept very busy in his office and is, therefore, not posted very much as to what is going on generally. He states, however, from what his colleagues tell him, there is every reason to hope that the government will be sustained, and this is principally due to the fact that strong, capable men are being chosen throughout the province to represent the government. Captain Tatlow states that Premier McBride leaves shortly for another tour to the upcountry districts.

It is reported that negotiations are still in progress for the sale of Britannia Copper mines property to a syndicate composed of French and English capitalists.

Mr. Donaldson, collector of votes, and his staff are still very busy preparing the lists for the printers. Every attempt is being made to get the lists printed and into the hands of the public promptly.

Mr. J. A. Fullerton states that he expects that there will be forty or fifty horses competing next Saturday at the Jockey Club meet. Yesterday a Whatcom man asked for the accommodation of eight horses, while J. J. Botgger it is expected will bring a string of nineteen from Washington State.

Fourteen years ago a sea captain, still living in Vancouver, submitted to the then mayor, David Oppenheimer, a plan to deepen False creek by cutting a canal through the 1,000 feet intervening between the Inlet and False creek. Plans and specifications accompanying the proposition which was submitted to the council, and they decided that the city could not raise sufficient funds at the time to build the canal. The theory that the tide, rushing through the Narrows into the Inlet, left the water higher in the Inlet when the tide turned than the water outside, as it could not get back quick enough through the Narrows, and this water rushing through the canal could flush out False creek and make the water sufficiently deep for sea-going vessels.

Mr. Gilbert Blair, manager for Mackay Smith & Co., has a portion of the rich quartz from the ledge found on Granite creek, in the Similkameen country. It is an extremely rich specimen, the gold being speckled over it. The quartz is said to be as rich as that found in Poplar creek, but the vein, as far as can be traced, is only 18 inches wide.

Mr. Charles F. Law, M. E., left yesterday on a shooting trip for the Similkameen country. Mr. Law will probably be away for a month. He says the country is full of small lakes and grouse and duck are found in great quantities.

Mrs. J. Harris, aunt of Sergeant Harris, who has been living in Vancouver during the summer with her family, returned to her home in San Francisco yesterday.

A swell Chinese up-to-date restaurant is to be opened in the Chinese club room building. Nothing but Chinese short orders will be served.

A complimentary banquet was given to Mr. J. Buntzen, general manager of the Vancouver street railway, by the employees tonight.

The Vancouver and Victoria Stevedoring Company are to install an electric cargo handler on the C. P. R. wharf to reduce the delay of unloading and loading big steamships.

The Liberals of Westminster met last night to choose a nominee, but no action was taken. It is rumored that Auley Morrison is after the Liberal leadership, and is now on his way to Westminster.

Mr. John Hendry, president of the V. W. & Y. railway, has wired Mayor Neelands from Ottawa regarding the city's injunction proceedings against the railway. Mr. Hendry states that he has no desire to humbug or bluff, and asked that proceedings be stayed until he could arrive in Vancouver.

L. W. Shatford, Conservative nominee for Similkameen riding, is a guest at the Hotel Vancouver. Mr. Shatford is positive of victory in his riding, and wates that the Liberals have it under consideration to replace Mr. W. D. Snodgrass, their nominee, with a stronger man this year.

Mr. W. C. Wells is not to be opposed by the Conservatives. This was decided upon by the Conservative convention at Golden.

At the residence of Mr. and Mrs. Richard Mills, on Wednesday morning, Miss Garnet Moffat Mills, their eldest daughter, was married to Mr. Thomas H. Ross Mackay. The ceremony was performed by the Rev. G. A. Wilson.

FRENCH BAYONET AMERICANS.

Pekin, Sept. 3.—In a fight today between fifteen French soldiers and four Americans, the French used bayonets and two of the Americans were seriously wounded.

Puzzled Over The New Boat

Sound Steamship Men Have New Route for the Princess Victoria.

State With Positiveness That She is Going on Victoria-'Frisco Route.

Shipping men all over the Coast, ever since the palatial steamer Princess Victoria has put in an appearance in these waters, have been cudgeling their brains in an attempt to fix the ultimate run on which she is to be put, refusing to believe that so magnificent a craft can be really intended as a fixture as a ferry between Victoria and Vancouver. The visit of the Princess Victoria to Tacoma the other day set the tongues of shipping men wagging, and E. J. Coyle, Western Passenger Agent of the C. P. R., who was in Tacoma at the time, was questioned by the Tacoma Ledger as to the possibility of the Princess Victoria being placed on the run to Tacoma. He was thus reported in reply:

"Mr. Coyle preferred not being quoted in the matter, but admits the report, and thinks such a boat would fill a long-felt want. The disadvantage would be that owing to the craft being a British bottom, but one call could be made on the American end of the Sound, while an American boat on the same run could call at points in between. However, the Princess Victoria would, on the other hand, have the advantage of being able to call at both Victoria and Vancouver, which American bottoms are not allowed to do."

Now the Tacoma papers have returned to the charge with an entirely new story—this time asserting with every show of positiveness that the new boat is to go on the Victoria-San Francisco run. The Evening News of Tuesday says:

"The Princess Victoria, the new Canadian Pacific steamship, with a record of 22 miles an hour in speed, and built at a cost of not less than $1,000,000, will, if the present plans do not miscarry, be placed on the run between Vancouver and Victoria, B. C. and San Francisco. While not official, this information is believed to be absolutely correct. At the present time there is a move on foot to secure a big subsidy from the Canadian government for the new steamer.

"A despatch dated at Ottawa, Ont., and published in the morning papers, reads:

"Sir Richard Cartwright has given notice on parliament of a resolution to make provision for a subsidy not exceeding $133,333 a year for a steamship service between Canada and San Francisco."

"When the steamship Princess Victoria, built in Scotland and brought around the Horn to Vancouver, B. C., to be completed for the Canadian Pacific Railway Company, at a cost of $1,000,000, it is said, was in port the other day, not one, but dozens of steamship men who looked over her were heard to remark to the effect that such a boat was never really intended for the Vancouver-Victoria ferry route. Built by a firm which has the reputation of being the makers of the fastest and best steamships in the world, fitted with the best and most expensive make of engines and boilers in the world; brought to this side to receive her finishing work at the hands of the best mechanics of the world—those of the great Northwest; it seems unlikely that such a craft should be made for the commonplace run of a ferry boat between two small western cities where the traffic at its best would not warrant a boat of half her capacity.

"Never since the Princess Victoria was brought to this coast have shipping men believed that she was intended for no more important place than the local run as a ferry, and many are the conjectures that have been made, some believing that she was to enter on the Vancouver-Victoria Skagway route, others that she might be placed on the run between the British Columbia and Puget Sound cities, but the Canadian Pacific officials have remained silent, except to reiterate that the fastest boat on the Pacific coast was built to operate between Vancouver and Victoria.

"That the statement so often made is true is now evident—it was the truth, but not the whole truth. Without the subsidy the Princess Victoria, on account of her speed and handsome accommodations, would be certain to do a large part of the passenger business between San Francisco and Puget Sound—with a subsidy she is in a position to compete with any line at present in existence, and will furnish the Canadian road a splendid entrance into the big California metropolis.

"Besides being so handsomely provided for passengers the new steamer has accommodations for a large amount of freight. At present the Canadian Pacific transfers its freight from the East to San Francisco to the Pacific Coast Steamship company at Vancouver, the same line which handles freight for the Norther Pacific transcontinental lines."

Labor Day Excursion.—Excursion rates will be in effect between all points on the Esquimalt & Nanaimo Railway on Labor Day, tickets being good from Saturday 5th inst., until Monday 7th inst. There will be a double train service on Monday as well as on Saturday and Sunday, trains leaving here each day at 9.00 a.m. and 4.00 p.m.

Island Fruit.—Much Island fruit is now beginning to be received on the local market. Both apples and plums are being received by merchants in large numbers and finding a good sale. As a result of the agitation among the retail merchants, farmers are picking their fruit more carefully. The apples recently received are done up neatly and bring better wholesale and retail prices.

Died At San Francisco.—Miss Kate A. S. Greenwood, late of this city, died at San Francisco on August 17th last. Deceased was a daughter of Captain George and Isabel Greenwood, and a sister of Mrs. John Ford, Geo. R. Greenwood, Mrs. W. T. Sully, Mrs. A. F. Morris, Mrs. Agnes Haigh and the late Mrs. J. J. Sullivan.

Of Interest to Importers.—An order-in-council has been passed by the federal government providing for the admission into Canada for a temporary period of orange minced, dry white and red lead, corroded out of lead produced Canada, or from pig lead produced from silver lead, or mined or smelted in Canada on payment of duty based on the cost of corroding the pig lead as it may be determined by the Minister of Customs. Heretofore a duty of 5 per cent. was charged on this mineral.

Dynamited A Steamship

Dastardly Outrage By Revolutionists on Danube Passenger Boat.

Bomb Timed to Explode in Constantinople Harbor But Failed.

Constantinople, Sept. 2.—Three explosions occurred today in the Austrian steamer Vaskapu, soon after leaving the Bulgarian port of Burgas, enroute for Vienna, by whihc twenty-nine persons perished. The steamer caught fire and had to be beached.

A telegram conveying this news was received by the agent here of the Hungarian Levant line to which the Vaskapu belongs. The captain and officers of the steamer, and six of her crew were among the dead. The Vaskapu sailed from Varna, Bulgaria, and after calling at Burgas was steaming to Vienna when the explosions took place on board. The deck of the vessel took fire and she had to be run ashore at Misivlina bay, 18 miles north of Burgas, where she is still burning. The Vaskapu was of 1,076 tons, 3,260 feet long, and 30 feet beam, and a depth of 16.9 feet.

London, Sept. 2.—Special despatches from Vienna published here describe the destruction of the steamer Vaskapu as a revolutionary outrage. They state that the bomb was timed to burst while the steamer was in the port of Constantinople, but owing to the vessel being four hours late in starting from Varna, the explosion occurred off Misivria bay.

Vienna, Sept. 2.—The Belgrade papers tonight are again spreading sensational rumors that a portion of the town of Adrianople has been blown up and that a part is burning. No confirmation of this report is obtainable here.

Sofia, Sept. 2.—The report published by the Dnevnik of a general rising in Northern Macedonia is denied both in official and revolutionary circles. A well-informed person, however, asserts that the report was correct but its premature publication disarranged the plans of the revolutionists and therefore it is denied.

According to reliable reports from Monastir, thousands of Bulgarians in that Vilayet are confronted with famine in addition to Turkish persecution. The news is published here of an eight-hour fight which occurred at the village of Smilovo August 26, between five hundred insurgents and eight battalions of Turkish troops. Thirty-five insurgents are reported to have been killed, while sixty Turks were killed or wounded. On the following day the Turks returned and burned the village. Seven other villages in the neighborhood are said to have also been burned by the Turks. The insurgents in the district of Adrianople appear to be less active.

The Russian government has declined to receive the visit of the deputation of Macedonian fugitives in Bulgaria who proposed to go to St. Petersburg and inform the Czar of the pitiable condition in Macedonia and beg for his intervention.

The insurgents, it is reported, have captured the seaport of Ahtaboly, on the Black sea, and the Turkish population has fled to Constantiuople.

Salonica, Sept. 2.—The revolutionary movement in Monastir gives indications of extinguishment. Boris Sarofaff, who is now at the head of the two sections of the Macedonian general committee, has severely reproved the Monastir committee for its inactivity. Fourteen Bulgarians have been burned between Klasura and Katoria.

Paris, Sept. 2.—The officials of the French Foreign Office express considerable uneasiness at the action of the Turkish government in sending Albanian troops and militia into the vilayet of Koshovo, Macedonia. The former are notoriously fanatical, and the latter are certainly irritated at being summoned to service at the harvest season, and are likely to prove little better. The fact is, that while the Powers are insisting that only regular troops be employed in suppressing the insurrection, Turkey is making every effort to evade the spirit of the understanding, while following it to the letter, and is, therefore, using troops which are in reality little better than Bashi-Bazouks. It is feared that this will result in outrages, firstly against the Bulgarians, and subsequently against the Christians.

TURKEY'S VERSION OF THE SHOOTING

Hilarious Wedding Guest Shot Into the Air As Consul Passed.

Washington, Sept. 2.—Chekib Bey, the Turkish minister, has received from the Minister of Foreign Affairs at Constantinople a despatch containing a Turkish version of the reported attempt on the life of the United States Vice-Consul Magelssen at Beirut.

It was dated August 30, and originally was sent to the minister's summer home at Sayville, Long Island. After declaring that the report of the assassination of Mr. Magelssen was absolutely false the despatch gives the version of the affair practically the same as has been told before in the despatches from Turkey. It says that the pistol was fired by a man returning from a marriage fete, that the shot was fired in the air, and that it happened just as Mr. Magelssen was passing in his carriage.

This, the despatch says, led the vice consul to believe that an attempt had been made against his life. The man who did the shooting was delivered to the judicial. Chekib Bey's despatch also asserts that order and tranquillity prevail at Beirut. The information contained in the cablegram has been furnished to United States Minister Leishman at Constantinople by the Turkish Minister of Foreign Affairs and to Secretary Hay by the Turkish minister here.

AGED NEGRO DEAD.

Atlanta, Ga., Sept. 2.—"Uncle Andy" Montgomery, 117 years old, the only negro ever owned by the State of Georgia, died here today. He is said to have been born in South Carolina in 1786. There are many evidences to establish his great age. He was well-known to many newspaper men in the North and East, where he had been several times on lecturing tours.

LANGLEY'S AERODROME.

Motor Falls to Work and Trial is Postponed.

Widewater, Va., Sept. 4.—Efforts today to launch Prof. Samuel P. Langley's sixty-foot man-carrying aerodrome had to be abandoned this evening, owing to the failure of the gasoline motor to work properly. For four hours Prof. Charles M. Manley, the inventor's right-hand man, labored hard to get the machinery in shape. He was unsuccessful. The trouble was caused by a broken valve in the engine. When Prof. Langley at last reluctantly called the experiment off he made the following statement: "The work of the afternoon has been a great disappointment to us all. The failure to have an experiment was caused by the discovery of a broken valve in the motor. This can be repaired, I think, during the forenoon tomorrow."

EMBARGO RAISED.

Boston, Sept. 2.—Tomorrow morning the first live beef cargo to be shipped abroad from this port since the embargo placed upon the exportation of cattle by the government on account of the cattle disease went into effect nine months ago, will be tagen out by the steamer Kingstonian for Antwerp. Although the embargo was removed about two months ago, the British authorities have not seen fit to endorse the act, and since then no cattle have been shipped to Liverpool. The first shipment will consist of 400 head of cattle, of which 240 are from Canada, and the remainder from the Western States.

BOLD ROBBER CAUGHT.

Milwaukee, Sept. 2.—The Germania National Bank was robbed of $500 today by a daring thief, who gave his name as George P. Johnson. The money was extracted from the paying teller's desk with the aid of a short piece of copper wire, while the latter was engaged at the telephone. The thief was capured and the money recovered in a few minutes. Johnson tonight acknowledged that his name is Joe Shea. He is credited in police circles with having robbed the Metropolitan National Bank of New York of $10,000 on July 28, 1899, for which he served a term of two and a half years in Sing Sing.

Adulterating Canada's Wheat

British Miller States Article Delivered Is Never Up to Standard.

Winnipeg Exchange Produces Evidence Showing Charge is False.

Winnipeg, Sept. 2.—"Manitoba wheat is the best in the world, but we do not get it in England in the same condition as it is shipped by the Western farmer, and as a consequence the farmer suffers a serious loss in price." This is what Mr. Sidney Humphries, an extensive flour miller of Bristol, England, who was in the city with the Chamber of Commerce delegates, said last night. "We buy your wheat on certificates, and very frequently, I might say, invariably, the grain is not up to the standard represented by the certificate. When buying in this way purchasers have no recourse as they have when buying by sample, if the grain is not up to the mark. I have today seen the standards of your wheat at the chief grain inspector's office and obtained an explanation of your method of grading. From what I learned I am more fully convinced than ever that Manitoba wheat is badly edulterated somewhere before it reaches Great Britain. Now, this is most unfair to the farmer; as it seriously depreciates the value of wheat on the Old Country market, and causes the millers to fight shy of it. When they buy Russian, Platte or Indian wheat they know exactly what they are getting; but if they buy a shipment of No. 1 hard Manitoba, as alleged by the certificate that accompanies it, they are liable to get No. 2 northern or a grade or two lower, and the only satisfaction they can get from the broker is a reference to the certificate. In my opinion Canadian shippers should endeavor to have their wheat sent through from the initial point of shipment to the Old Country by an all-Canadian route, permitting no opportunity for mixing either in Canadian or United States points. If this were done, I believe your farmers would receive a much better price for it in its pure state. If they can get the several higher grades up to the mark required by your legal standards, we can manufacture flour in England by blending with our own wheat of such a high quality that the United States millers cannot get a look in at our home trade. By all means get your wheat to us as you grow it, and in order to do this, ship it over an all-Canadian route. I am making no accusations against any person."

A special committee of the Winnipeg Grain Exchange has been appointed to investigate charges. The following reply has been sent to Mr. Humphries respecting his criticism of adulteration of wheat: "The grain exchange meeting this morning instructs me to give you a positive denial of the truth of some statements in your interviews published in the city papers this morning which reflect on inspection at Manitoba grain, and demand that you either withdraw or produce proof. Official samples of Manitoba standards have been in possession of the Bristol exchange since last fall, and a resolution is here from the same body, dated the fourth of last month, stating that existing inspection is satisfactory to the Bristol importers."

POLITICAL POINTERS.

Regarding the leadership of the provincial Liberal party, Vancouver Ledger has the following:

There is more trouble in the Liberal camp. The public will remember that in the account of the meeting of the Liberal executive held in the city some weeks ago the Ledger stated that the much vexed question of Liberal leader was laid over to be decided after the election by the Liberal members returned to the House. Acting on this arrangement the executive, so it is declared at once sent out written pledges to be signed by all the caudidates agreeing to be bound by the choice made by the elected members.

Amongst others a pledge was sent to Mr. Oliver, of Delta, but up to date his has not been returned to the executive, as Mr. Oliver feels at present that he knows of no better man to be the Liberal Moses than John Oliver, of Delta, but he is not quite sure as to how near Joseph Martin may be in getting a majority of those elected, consequently he has not signed the pledge.

Now, Mr. Martin has once more assumed the role of dictator and says that if John Oliver does not sign, he will cut away from the Liberal party and run as an independent in Vancouver. The knowing ones in the Liberal ranks here say that this is simply a shrewd move on the part of Mr. Martin to avoid going into a Liberal convention at Vancouver, as is openly stated that if he goes into a convention here that "Boss" Kelly will be on hand with his following to see that Mr. Martin is not nominated.

And thus the happy family is proceeding, while the Conservatives sit back with a complacent smile and are actively organizing in all the wards.

Two more Socialist candidates are to be chosen by the Victoria Socialists about October 1, as it is considered certain that by that time sufficient funds to cover the four deposits will be available. Some local Socialists have volunteered to donate a month's pay if necessary to make up the amount.

WINNIPEG WIRINGS.

Phenomenal Growth of Edmonton—More Industries for Prairie City.

Winnipeg, Man., Sept. 4.—Edmonton is having a phenomenal growth and all visitors predict that the town will experience the most rapid progress of any place in America. Five hundred houses are building and fifteen business blocks being erected, with twenty more in sight. There is splendid brick supplies and abundance of coal in sight.

Three large parties of land buyers from Illinois and Iowa, comprising a hundred persons, are in the city to purchase large tracts.

Two more factories are announced for Winnipeg. Simpson Computing Scale Company of Elkhart, Indiana, and the National Safe & Lock Company of Cleveland, will establish branch works here.

Lady Miato and party passed through the city this morning en route to Japan.

Yacht Race Is Again Postponed

Boats Did Not Start Owing to Fog And Light Wind.

Sir Thomas Denies Rumor That He Holds Wringe at Fault.

New York, Sept. 2.—Today's attempt to sail the third race of the Americas Cup series was but a repetition of yesterday's fluke, and the suspense is prolonged still another day.

Under far less favorable conditions than prevailed yesterday morning, the yachts today went out to the starting line under tow. Added to the annoyance of no wind, however, was a heavy fog. The yachts hung about the lightship until after midday, when the race was declared off. The yachts were then towed back to the Hook.

Persistent rumors were abroad last night and this morning that Sir Thomas Lipton had made two importaht assertions: First, that if there was any chance for Shamrock III. to win, he would depose Capt. Wringe and put the yacht under control of Mate Reyis, and second, that the Shamrock was found too long after her speed trials and that bringing her up to the proper measurement she had been stripped so much as to lose her speed. Sir Thomas was told of these rumors this morning, and he said, with unmistakable emphasis:

"I am going to reiterate most strongly what I have said repeatedly, I have no criticism to make of Capt. Wringe. He has done his best for me. If I should build another boat and come over here again the captain of it would be Mr. Wringe, and let that be his commendation. These stories came from people who visit me on the Erin and make their own criticism. If I don't dissent they go away and say that I practically assent to the views they themselves have asserted.

"Now, as to the second rumor. I will not deny it. It is not worth denying. Shamrock was built for me in good faith, fully as much so as was Reliance for Mr. Iselin. Up to the time of the first race I thought, and others thought with me, including many experts, that I have a fine boat. Reliance is better. I could not know that before the race, or else why race? I have perfect faith in my designer, in my captain and in my crew; we have all done, and are still doing, our best. I hope this may settle this vexatious controversy. Of course, I cannot stop criticism, but I do wish that adverse criticism of my fellow-workers and my boat made by outsiders would not be ascribed to me because I stand by and dd not make vociferous dissent."

INSANE MAN CAUSES ALARM

Demands to See President Roosevelt And Was Armed With Pistol.

Oyster Bay, N. Y., Sept. 2.—A man giving his name as Frank W. Weilbroner, was arrested at Sagamore Hill late last night while making a demand to see President Roosevelt. The man was armed with a revolver, fully loaded. He was taken to the village and placed in the town prison.

Shortly after 1 o'clock last night he said he had a personal engagement with the President and desired to see him. As it was long after the hour when the visitors are received, the officer declined to permit him to go to the President's house. The man insisted, but the officer turned him away.

Soon after Weilbroner returned, again insisting that he be allowed to see the President, if only for a minute. This time he was ordered away, and warned not to return.

Just before 11 o'clock the man returned, a third time demanding of the officer that he should be permitted to see the President at once. The officer's response was to take the man from his buggy and put him in the stables, where he was placed under the guard of two stable men. A revolver was found in the buggy. Later Weilbroner was brought to the village and locked up. He is 5 feet 8 inches high, 28 years old, has a medium-sized dark moustache, black eyes, and evidently of German descent. He resides in Syosset, about five miles inland from Oyster Bay.

It is thought by the officers that Weilbroner was accompanied by two other men, as their footprints were found in the mud alongside of the buggy tracks. While Weilbroner talked rationally to the officers last night, it seems evident from his conversation today that he is demented, and is regarded by those who have seen him to be a dangerous lunatic.

Weilbroner was arraigned today before Justice Franklin on complaint of the secret service operatives, who placed him under arrest. Justice Franklin questioned the prisoner about his movements last night. His replies were made in a quiet tone of voice, but indicated beyond doubt that the man is crazy. After the examination was concluded, Justice Franklin held Weilbroner until an inquiry of lunacy could be held upon his case.

The examination of Weilbroner was continued this afternoon by Dr. George Stewart and Dr. H. Irving Barnes. Weilbroner was declared by them to be insane. He will be plaied immediately in the custody of Sheriff Johnson, of Nassau county, pending his committal to a sanitarium, which will have to be made by the county court.

COMMISSIONERS DINED.

Ambassador Choate Entertains Members of Boundary Convention.

London, Sept. 2.—United States Ambassador Choate tonight gave a dinner to Chief Justice Alverstone and all the boundary commissioners, Judge John M. Dickinson representing the American counsel, and Sir Robert Finlay and Sir Edward Carson representing the British counsel. Chief Justice Alverstone will tomorrow be chosen chairman of the commission. An adjournment for a fortnight will then be taken to allow counsel to prepare their oral arguments.

ENGINE RUNS AWAY.

Down Grade and Into Ditch, and Breaks Man's Arm.

Nakusp, B. C., Sept. 2.—(Special.)—Last night at 9.30 a light engine on the C. P. R. Sandon branch ran away on the grade running from Sandon to Three Forks, and turned over into the ditch before reaching the bottom. Conductor Brett and Fireman McPherson were badly shaken and narrow escaped serious injury. Brakeman Wensley's arm was broken, and Brett was badly bruised. The engineer stuck to his post and escaped with slight bruises.

MORGAN IN ACCIDENT.

Financier's Carriage Driven Into an Excavation.

New York, Sept. 2.—J. P. Morgan, on his way from his yacht, the Corsair, tonight was the victim of a carriage accident. At Tenth avenue and Thirty-sixth street the driver of his brougham drove the horse and vehicle into an excavation. Mr. Morgan was not injured. He left his carriage and proceeded in a car.

MAKES A TRIAL TRIP.

Portland, Me., Sept. 2.—The cruiser Cleveland, built at the Bath Iron Works, and designed for service in tropical waters, made her official trial run today on the Cape Ann course, with a four-hour run against the navy department's requirements, that she develop a speed of 16.5 knots under service conditions. The ship suffered one accident, a break in an air pump attached to the port engine, which delayed her by more than a minute, and she was obliged to deviate from the course through the carelessness of a three-masted schooner, which ran across her bow during the best part of the trip. In spite of that, however, she logged an average of 16.42 knots for the four hours, while during the best part of the test she made 16.65 knots. These figures do not include the tidal corrections, which will undoubtedly be in favor of the ship.

Sir Frederick Treves, the famous British surgeon, has retired from practice at the age of 50 years. He has established a record in performing 1,000 consecutive operations for appendicitis without a death. He hates the name, which is of American origin, and prefers "perityphilitis." There were 15,000 operations for this malady in Great Britain last year, with 90 per cent. of recoveries, including that of King Edward.

Seattle Scents More Business

Hopes to Profit Largely From the Building of Grand Trunk Pacific.

Bank Manager Thinks It Will Ultimately Lead to Annexation of Canada.

Seattle hopes to benefit very materially from the building of the Grand Trunk Pacific and one of its citizens goes so far as to declare that it is but the thin end of the wedge towards the annexation of Canada to the United States. This gentleman is H. T. Wills, of the Canadian Bank of Commerce, who is thus quoted in an interview in the Seattle Post-Intelligencer:

"A great deal of the upbuilding of Canada is to be done by Americans. Already they have gone there in large numbers. By the time the American population in Canada has reached 5,000,000 or 6,000,000, what will happen? You can see for yourself. Then do not ask if the building of the Grand Trunk Pacific is inimical to American interests."

Mr. Wills' further views on the great Canadian railway project are thus stated:

"When the Dominion government has finished making its plans for the Grand Trunk lines from Dawson to Fort Simpson, as at present projected, and that road is opened, twenty Dawsons will spring up, and a vast territory now inaccessible will be made ready for the prospector of small capital.

"What we need in Alaska is a base of supplies. Just how rich that country is no one knows. Vast areas have never been explored. But with a railroad in there, we would be able to get machinery in, and the amount of gold that would come out then can scarcely be guessed at.

"The country about Dawson no longer affords an opportunity for the poor man, and may be said to have passed into the 'company' stage of development. With a chance to withdraw, a fair profit for the grubstake men will have plenty of chance left in the North; in fact, the day of the poor man's mining can not be said to have passed in Alaska or the Klondike, by any means, as yet. If the proposed road were built from Dawson to Fort Simpson, Seattle would be benefited immensely, for she has the great line of steamers, and I do not believe that any great part of her trade could be diverted to British Columbia ports.

"The country through which the proposed line running across Canada would pass is much richer than that through which the Canadian Pacific passes, and would do more to develop Canada than anything else in the world. The Peace river country has been discovered to be wonderfully rich as an agricultural district. The Hudson Bay people have ruled that country so long, and have employed every method possible to deter immigration to it, that people have come to believe the country is good for nothing. But the people are beginning to learn better, and now the Hudson Bay folk will have to give way to the demands of civilization, which are about to sweep over that country, redeeming it from the wilderness."

CUSTOMS OFFICERS HAVE A GRIEVANCE

Reduction in Pay For Overtime And Long Delay in Payment.

Previous to the 1st of June last, custom house officers who had to meet boats before and after official hours to see to the warehousing of bonded freight and inspect passengers' baggage, were paid monthly at the end of each month by the transportation companies, 50 cents per hour.

In June last a notice was sent out from Ottawa to the effect that thereafter the government would pay the overtime instead of, as before, the transportation companies. This little more meant that the government pledged itself to expend about $170,000 per month throughout the Dominion which sum had previously been paid and willingly, apparently, by the transportation companies. At the end of June the clerks received word that owing to the pressure of work a month would elapse before the overtime could be made up and paid for. At the end of July no word was received, and, worse still, no money; and now, to crown all, a notice appears that dating from the 1st June the overtime allowance for Quebec and Ontario and Maritime Provinces, will be 25 cents per hour; British Columbia and Northwest Territories 30 cents per hour, and Yukon Territory 50 cents. Not only that, but the overtime for June at 30 cents will not be paid until the beginning of October.

It is evident that while undertaking to relieve the transportation companies of the monthly expenditure of $170,000, the government means to make the employees disgorge at least one-half.

The entire proceeding works very great hardship on the men who for the past three months have worked in good faith, expecting that they were to be paid at the old rate and now find that they are to get only three-fifths of what they figured on. The whole thing is all the more mysterious, because, while reducing the overtime of the men who earn the smaller salaries, the salaries of the higher officials have been considerably increased.

HE NEVER SMILES.

Although the Duke of Fife, in addition to being enormously rich, is the husband of one of our King's daughters, he has never been seen to smile. There is a twofold reason for this. In the first place, the Duffs have never been a smiling family (it was said of the Duke's father, a very saturnine gentleman, that he was the most miserable looking man in Scotland); and in the second place he is a banker. Members of the Stock Exchange may laugh—indeed, they are expected to—in order that the market may look in a healthy condition. But a smiling banker would create distrust, if indeed, it did not lead to a run on the bank.

BOND ISSUE CANCELLED.

New York, Sept. 3.—The legislative committee of the Consolidated Lake Superior Company today decided to pay back to shareholders the three millions deposited under the proposed bon issue which has just been declared off.

Much Married Young Lady

Toronto Belle With Three Husbands is Charged With Bigamy.

Four Prisoners Jump From Train And Make Their Escape.

A Writ Issued Against the Canada Northern For Death Claim.

Toronto, Sept. 3.—(Special.)—W. H. White laid information in the police court today charging his wife with bigamy. White alleges that in November, 1899, the woman married one Piper, in October, 1902, one Munson, and a month later himself. The woman is but 23 years old. Her maiden name is Jane McConnell and she is a daughter of an East York well digger.

A writ has been issued on behalf of Catrinal Coffaci, widow, against Mackenzie and Mann, of the Canadian Northern railway, claiming $5,000 for the death of the woman's husband, Nocenzo Coffaci, who was killed on the line near Port Arthur.

At a meeting of the County Law Libraries' Association held at Osgoode Hall today, resolutions were adopted favoring substantial increases in the salaries of all judges and the codification of municipal law. A resolution was also adopted declaring for the establishment of a Canadian divorce court.

Sheriff Thompson and a constable from Fort William were bringing four prisoners down to the Central Prison and the Kingston Penitentiary. They were: Thos. Burns, sentenced to four years for burglary; Alex. F. Duncan, two years for robbing of persons; Henry Johnson, five years for burglary, and John Foster, two years for robbing of persons. They were coming into the city this afternoon on the steamboat express, and between Toronto Junction and Parkdale the men, in some mysterious manner, sawed their manacles and made a bolt for liberty. All but Foster got away, jumping from the moving train and striking towards the open country.

The General Methodist Conference, Epworth League and Sunday School Board, opened its sessions here yesterday with a large attendance of delegates from all parts of Canada.

DISCOUNT RATE TAKES A JUMP

Bank of England Raises Rate to Meet the Continental Demand.

London, Sept. 3.—The rate of discount of the Bank of England was increased today from 3 to 4 per cent. The rise in the bank rate was attributed mainly to the withdrawal of gold for the repayment of the Netherlands railroad loan, and to a lesser degree to the demands for gold from Berlin.

The action of the bank officials was a great surprise to the stock exchange, and caused a general all-round depression, especially in consols. It was thought the rise in the bank rate would hinder the supply for American requirements.

When asked what was the cause and what would be the effect of the increase in the bank rate, Lord Rothschild said: "Some little time ago a high official of the Bank of Germany announced that it would probably be necessary to raise the German rate in the middle of September, because of the expected demand from mortgages which in Germany all fall due October 1st, and must be paid in gold or in bank notes. The German bankers were much averse to the project held out by the Bank of Germany, and proceeded to lay hands on all the loose gold they could get, in the hope of staving off the rise. Their operations culminated today in the withdrawal of between $3,500,000 and $4,000,000 in gold from the Bank of England. The only action left to our bank was to raise the rate.

"Today's rise had absolutely nothing to do with the Balkans nor with the prospective gold imports by America.

"France will now have to supply gold for the annual continental demand, upon American supply.

"Except for the German action the continent would have looked chiefly to England to finance it through such an operation."

FAVORABLE WEATHER.

Much Rain at Golden Assists Growth of the Crops.

Golden, B.C., Aug. 31.—The prevailing weather this summer has been very unusual for this part of the country. It has rained a little nearly every day. Lately distant thunderstorms can be seen and heard on the mountains bordering the valley. As a consequence of this copious watering the country has a greener and finer appearance than in the drier seasons. Crops are goods; frosts have not injured thus far.

The mines are promising well. Some of the leading men of the Laborers' Co-operative Mining company are here from Chicago. They will remedy the unfortunate delay in starting the new smelter. The machinists are now at work and promise to have the smelter in operation this fall.

Mr. Bert Lowe is to guide a party of tourist sportsmen to the home of the bear, mountain goat, big horn, etc. They are expected here in a few days.

Mr. W. C. Wells is in town, but there is no prospect of a political battle in this constituency in connection with the coming election.

CONSERVATIVES NOMINATE.

Charlottetown, P. E. I., Sept. 3.—The Conservatives in convention here yesterday nominated Angus McLean and Alex. Martin to contest Queen's county at the next federal elections.

CHARGED WITH FORGERY.

Barrie, Sept. 3.—(Special.)—E. B. Stegger, who came to Allandale from Washington two weeks ago with a young woman, who claimed to be his wife, was arrested on information from Washington for forgery in issuing a cheque for $400.

Newark, N.J., Sept. 5.—A large boiler in the engine house of the chemical establishment of the Hansen Vankink Company exploded this afternoon, completely demolishing that building. Five men were seriously injured by the shock of the explosion or by being buried beneath a mass of debris.

Denver, Colorado, Sept. 3.—Mrs. Theodore Brebe, wife of a bookbinder, was shot and killed today at her home by Mrs. Kate Meiner. The latter was arrested. The cause of the shooting is supposed to be jealousy.

Fifth Regiment Officers Meet.—A meeting of the officers of the 5th Regiment was held last evening at the drill hall. The business transacted was of purely routine nature. Though it was not so settled definitely, it is expected that the winter's work will start in earnest at the beginning of October.