Dawson's North Pole Expedition

Envoy of Yukon Project Reaches Seattle on Behalf of Enterprise.

Will Deliver Lectures at Victoria and Other of the Coast Cities.

F. Marion Warrington, private secretary of Dr. A. Vericle, of Dawson, who is behind the movement to organize an expedition to make the attempt to discover the North Pole in 1907, has arrived in Seattle from the North. Mr. Warrington is some three weeks in advance of Dr. Vericle, who, with Charles Macdonald, clerk of the territorial court of Dawson, will come to Seattle for the purpose of interesting the citizens of this city in the work of organizing the expedition.

"The citizens of Dawson are enthusiastic over the proposed expedition," said Mr. Warrington in speaking about the project to a reporter for the Post-Intelligencer, "and if the experiments which we will make this coming winter come up to our expectations, the expedition will start for the pole late next fall.

"Dr. Vericle, who is a French scientist of considerable reputation, has made a study for the past few years of the results of the experiments and attempts to reach the pole made by Nansen, Peary and the others who have attempted to reach that goal, and has decided that his own idea will obviate the majority of the difficulties which have acted to prevent previous attempts.

"Dr. Vericle's idea is to select a number of the most hardy mushers of the Yukon Territory, men whose ability and endurance have been proved time and again, and with these men make a dash for the pole, starting from Grant's Land and going to Frans Josef's Land, a distance of 1,300 miles. This distance is no greater than was made by a detachment of the Mounted Police of the Yukon Territory last winter, and the difficulties to be encountered are not much greater.

"This winter experiments will be made to determine just what is to be avoided in making the undertaking. Numbers of men of the class from which the real expedition will be made up will be sent out on practice marches, taking their food supplies, fuel, which will be petroleum, mules, cayuses, reindeer, and, of course, dog teams. The object in taking in mules is twofold. It is thought that these animals have great powers of endurance, and may be able to make the entire trip, and another reason is the desire to take along portable food for the dogs.

"As the result of the experiments to be made this winter, it is thought that an expedition can be equipped next year which will be as near perfect for the work intended as is possible. All the men will have had years of training and experience in handling dogs, and in making long mushes through the snow and over the ice. Moreover, they will be either Americans or Englishmen, and will have something besides mere physical endurance to fall back on in case of stress.

"All other expeditions have relied for the greater part on natives, so far as having men of experience in the northern lands is concerned, and it has been proved by the history of Alaska that a white man is far superior to a native when any test of endurance or practical experience is concerned.

"The trip from some one of the coast points of Alaska to Grant's Land through Behring Straits is made every year by numbers of whaling vessels, and it is a craft of this kind that will be used to convey the proposed expedition to that point. A large party will be taken to the starting point, and as many as possible will accompany the real expedition as far as they can go and get back again. When this point is reached the main expedition will start on the dash to the pole and thence to Franz Josef's Land, where supplies will be awaiting them which will have been sent over from North Cape, a trip frequently made.

"The distance to be traveled by the proposed route is only 1,300 miles, and no attempt to establish intermediate supply stations will be made. It is this feature of other expeditions which has proved so disastrous, as it is an established fact that the frozen ice fields in the Far North move in a circular direction from right to left, and that the stations are liable to move 300 or 400 miles from the locality in which they were established.

"Dr. Vericle is actuated only by scientific motives in making his attempt, but as no such feeling will actuate the professional mushers of the North, these men will be paid as much as they could make if they remained at home. Le Matin, a French paper with which Dr. Vericle has been connected, will, it is thought, start a subscription for the purpose of financing the expedition. This paper has done such things often in the past, and its efforts in such matters have always met with great success."

Dr. Vericle will make addresses, telling what he intends doing, in Victoria, and also in Seattle, Portland and San Francisco. Secretary Sheffield, of the Alaska Club, has tendered Mr. Warrington the use of the club's rooms for use during the doctor's visit to Seattle.

SATO TELLS JAPANESE STORY.

Philadelphia Bulletin.

Mr. Sato, of the Japanese Peace Commission, praised in Portsmouth the pleasant and stimulating coolness of the American summer in New England.

"Oh, yes, in Portsmouth our Augusts are pleasant enough," a correspondent said, "but you should visit Philadelphia or St. Louis at this season. Then your idea of our summers would be different."

"We have hot summers in Japan," said Mr. Sato. "We have hot weather stories there, too. For instance:

"A philanthropic Japanese rode through the streets one scorching day, when a beggar woman accosted him, holding a baby in her arms.

"'Kind sir,' she said, 'will you not give a copper coin to your servant, who is in sore need?'

"'Yes, gladly,' said the gentleman, and he took out a handful of small change.

"But just as he was about to give this to the woman he chanced to look closely at her baby, and behold, it was only a great doll.

"'Why,' he cried, 'that baby is a fraud, a sham.'

"'Yes, your honor,' said the woman, humbly. 'It was so hot I left the real one home today.'"

DIDN'T GET JUSTICE.

Gaynor and Greene say now that they haven't had justice in Canada. They haven't.

MUNICIPAL THEATRES IN GERMANY.

"R. D." in the Municipal Journal.

In Germany the promotion of dramatic art is considered to be the duty of the public authority, and forms part of the aesthetic education of the people. A high-class place of entertainment is also an attraction to a city, and gives an opportunity for talent trained in the music schools and conservatoires for dramatic art. Hence no town which cares for its reputation is without a municipal theatre. As a rule, the municipalities do not operate the theatres directly, but lend them to a theatre lessee. It is rarely that any rent is charged, but a system of dividing profits is instituted. Generally, however, the percentage which goes to the city is altogether inadequate to pay interest on the cost of building, and very frequently a subsidy is added to maintain the house. Cologne's new theatre for operas and higher class plays is the latest type erected in Germany, and is perhaps the best institution of its kind. It is a magnificent building, arranged somewhat on the principle of the Paris Opera House, with commodious corridors and lounges. It is one of the finest examples of civic enterprise in Germany. The building itself cost £122,600; stage equipment, £27,000; decorations and costumes, £29,000. With the provision of an excellent restaurant attached to the theatre, the total cost was £196,900. To appreciate this example of municipal enterprise we must understand the point of view in Germany.

Herr Carl Moritz, the architect, occupies a very high position in his profession in Germany, and the Cologne Theatre must be regarded almost as his "chef d'oeuvre." He is engaged just now on plans for seven municipal theatres. The municipal council of Cologne maintains an old theatre as well as a new opera house. The object is to popularize theatrical performances as much as possible. With this end in view, the charges at the new theatres are arranged so as to give all classes an opportunity of seeing the same piece. There are three grades of charges, according to the length of the run. The German municipal theatre plays a very important part in the education of the community, in raising the moral tone of the people, and in acting as counter-attractions to the beer gardens. The best class of plays is produced. No self-respecting town would miss having several performances from Shakespeare every season. New plays by Sudermann or Hauptmann, and other leading contemporary dramatists, are also produced as soon as possible.

AN OPINION ON FRUIT TARIFF

Views of Winnipeg Free Press of Especial Interest to Provincial Growers.

Under the above caption the Winnipeg Free Press publishes an editorial dealing with the demands made by British Columbia fruit-growers before the tariff commission.

The article is written in a friendly spirit, and it contains points that may well receive the earnest consideration of the fruit-growers of this province. The major portion is as follows:

"They (the B. C. fruit-growers) urged that all the fruit duties be retained and that some of them be increased. They sought to justify these demands by pointing out that British Columbia has fruit land enough to supply all the fruit required by the West. The quality of British Columbia fruit stands in no need of praise; nor is it to be doubted that the coast province possesses areas of the finest fruit-growing lands on the continent sufficient to provide the needs of a much larger population than there is at present in the three prairie provinces.

"But glorious as the climate of British Columbia is, that province does not produce fruit all the year round; nor have its fruit-growers succeeded as yet in producing strawberries on a sort to stand transportation in comparison with the strawberries of Oregon. This problem of the carrying quality of fruit, which is both a problem of fruit production and a problem of fruit packing, has not yet been solved with entire success in British Columbia.

"If we could only be transported on a magic carpet from Winnipeg to the smiling valleys on the other side of the Rocky Mountains and eat British Columbia fruit in British Columbia, we should desire no other fruit; but since we cannot go to that fruit, the fruit must be brought to us. And in many cases it is not improved in the pringig. Moreover, there are times of the year before he British Columbia fruit is ripe for picking, when ripe fruit of the best quality can be sent to Winnipeg in prime condition from fruit-growing regions south of the international boundary. Why should we be taxed as we are upon such fruit?

"Fruit is not so much a luxury as a necessity to health. British Columbia has no strawberries to offer before June. Why should we have to pay in the months preceding June a tariff tax of 48 cents a crate on strawberries from the south? It is a tax which can be of no possible benefit to any Canadian interest, however beneficial it is to the revenue. Similarly with tomatoes, apples, and other fruits. Why should a tax of 20 cents per bushel and 10 per cent. ad valorem be imposed upon tomatoes from across the line at a season of the year when no part of Canada can supply us with tomatoes? Apples from the south pay 40 cents per barrel duty. They cannot begin to compare with the apples either of Eastern Canada or of British Columbia, but they are ready two months earlier. They do not in any way compete with Canadian apples, and nobody imports them once the Canadian apples are to be had. Cranberries at Thanksgiving season are not to be had either from Eastern Canada or from British Columbia, yet the duty on cranberries is $1.50 a barrel. In fact the only fruits coming in from the south that are not taxed are bananas and pineapples. And when the first tariff commission of the Liberal government was sitting in Ontario, fruit-growers of that province wanted 25 cents per barrel 'protection' on bananas.

"Why should not the tariff on fruits be amended by being made imperative during certain months of the year? This is a novel suggestion, but its novelty should not debar it from serious consideration. Such a measure of tariff reform would be greatly appreciated by the West. It would be a measure of relief from taxation upon a necessity of health. The protectionist gentleman who inscribes upon his banner the motto that nothing that can be produced in Canada should be imported would not have a leg to stand on in opposing it. It would be a somewhat difficult matter, no doubt, to adjust such a system of interim abolition of fruit duties so as best to attain the end desired. But the suggestion is one that deserves attention."

Lever's Y-Z (Wise Head) Disinfectant Soap Powder dusted in the bath, softens the water and disinfects. 38

Report of the Sealing Catch

City of San Diego Arrived Yesterday With News of Big Catches.

Twelve Schooners Reported of the Eighteen Have Average of Six Hundred

The catch of the pelagic sealers in Behring sea this season will be larger than that of last year; it will be the best that has been made for some years. The sealing schooner City of San Diego, Capt. Folger, which arrived today from Behring sea—the first of the fleet to return—brought 731 pelts in her hold and reported ten others of the fleet of 18 sealing schooners which sailed from Victoria, the seat of the pelagic sealing industry for Behring sea. The eleven schooners reported have taken about 6,000 skins, the total catch last season in Behring sea being 8,237 skins.

Capt. Folger says seals were moer plentiful and less disturbed than for many seasons, and with fair weather—there were but two heavy blows, the hardest on September 12th—the 18 schooners had successful cruises. The most fortunate was the Casco, Capt. Wm. Munro, which is the top liner of the fleet. She had 990 skins when last spoken, and will have, it is expected, about 1,100 when she returns to port.

There were no seizures and few accidents, as far as can be learned. There were but two fatalities. A boat with two hunters and a boat steerer when off the Alaskan coast from the schooner Vera. Unable to find their schooner the hunters sought the land, and their boat was overturned by being swamped in the breakers. Gus Heffernan and another hunter were drowned, but the Japanese boatsteerer managed to cling to the boat until rescued by Indians. Other than the smashing of several canoes on the schooner Umbria during a gale no other accidents were reported. Ad Lead Marine.

The catches of the schooners reported by the City of San Diego, with dates, and the catches made last season are appended:

		Catch.	
Catch.	Schr.	B'r'g Sea.	B.C. Coast
Sept. 11.—	Casco	990	...
Sept. 11.—	Carlotta G. Cox	781	...
Sept. 11.—	Jessie	557	205
Sept. 10.—	Umbrina	825	275
Sept. 10.—	Diana	623	...
Sept. 10.—	Victoria	695	140
Sept. 9.—	Zillah May	256	...
Sept. 9.—	Ida Etta	450	...
Sept. 9.—	Vera	720	...
Sept. 1.—	Pawn	320	...
Sept. 1.—	Eva Marie	250	146
Sept. 1.—	City of S. Diego	713	...
Totals		7,200	766

As will be seen from the above table, the total catch reported to have been taken at the beginning of September by the eleven schooners spoken and the schooner City of San Diego is but 774 skins less than the totals of the vessels in question for last season. As it was expected there would be two or three weeks more of good sealing weather it is probable that the catches reported will be augmented before the schooners start for home. Of the schooners which were not reported by the City of San Diego good reports will probably be made. The six vessels to be heard from are the Libbie, Dora Sieverd, Allie I., Algar, Carrie C. Wallstedt and Alneka. Three of these schooners were hunting on the coast in the spring season, the Allie I. Algar taking 245, the Libbie 251 and the Dora Sieverd 105, a total of 601 skins for the season.

No branded skins were taken by the City of San Diego, and it is not thought that many will be taken. It is now some years since the branding operations were carried on at the Seal Islands. Last year a small number were taken.

If the six schooners still to be reported equal the average of the twelve, of which news was brought yesterday by the City of San Diego, the Behring Sea catch this season will be far in excess of that of last year. Last year seventeen schooners took 8,237 skins in Behring sea. This year twelve have reported 7,200, and more are expected to be taken, and if the other six schooners take a similar average of 600 skins to the schooner the total catch will exceed 10,000 skins.

Last year the total catch from all points, British Columbia coast, Copper islands and Behring sea, was 14,046 skins. Of the total 3,118 were taken on the British Columbia coast, 1,501 by Indians on the Vancouver island and northern coasts, 1,790 off Copper islands, and 8,237 skins. This catch included 66 skins taken by the schooner Carmencita. This season she took 373 skins.

MARCH OF EVENTS IN THE FAR NORTH

Yukon Polar Institute Now Enlisting Men for Adventurous Expedition.

From Dawson exchanges just to hand the following items are taken, telling of the progress of affairs in the Far North: The first steps by Dr. Vericle, managing director of the Yukon Polar Institute, to enlist the services of men for the polar trip has just been begun by writing letters to the noted mushers of the Yukon, asking them to enrol for the undertaking.

Letters are being sent to numerous men noted here and elsewhere in the Yukon as mushers. They are asked to reply in writing if they will be willing to join the expedition to the pole if they be placed on salary during the trip, and to state also if they can find it convenient to take part in the big experimental trip in the Yukon basin the coming winter. It is expected that many favorable replies will be received, and that from the number the doctor will be enabled to select a party that will be without a peer.

Railway Work Stopped.

Virtually all the men employed by the Klondike Mines railway have been dismissed with the exception of the office force. The injunction matter has dragged so long that it is feared no more grading will be done this year, but it is likely that everything will be pushed along the line next spring in case the right of way matters are settled and everything else is satisfactory.

The construction of the bridges will be completed this fall.

Building Big Ditch.

The Detroit-Yukon Gold Mining Company is putting in a seven-mile ditch. The company let a contract three weeks ago to A. D. Bannerman, the White Horse stable man, who is working 50 to 60 men and a grader and five teams.

The company takes the water from 20 above on Hunker to the Williams concession where it will be used in hydraulic work. The company has 4,000 feet of syphon built, and will syphon most of the pups. The same people also have 4,000 feet of flume built.

This company is one of the most energetic in the camp. It owns the Bear Creek dredge, property on French Hill, and other big propositions. The dredge is working every day and night, and will continue until stopped by extremely cold weather.

Rich Concession Worked.

The Anderson concession on Hunker creek has been working 100 men most of the summer. It has 40 men now at work.

The concession people have good prospects, and even excellent. The company knows the ground, and next spring will, it is understood, begin the installation of dredges of the Bear creek type.

This long has been conceded to be the richest concession in the country, and since it has been held through thick and thin since early days against work by the individual miners, except those who obtained lays on the property, the concession as a whole has not been worked to any great extent. Some of the laymen are known to have taken out very rich pay. If dredges be installed there, they probably will have one of the richest pieces of dredge ground in the Yukon.

Nearly a Fatal Accident.

John Hill narowly escaped being killed on No. 13 below on Bonanza, when three tons of gravel fell from the cut in which he was working.

Hill escaped with a broken leg, and is now in St. Mary's hospital.

Several others have been hurt by falling gravel on the creeks of late. The ground is thawed more now than any other time of the year, and therefore caves in more readily.

Bad Cut With an Axe

Aime Dugas had a narrow escape from accidentally killing himself with an axe. He attempted to cut a bolt out of a stick of wood. He failed to notice a clothes line above his head, and when the axe came down it struck the line and bounced back so that the head of the axe struck him on the nose. The left eye was bruised and the nose split open lengthwise. Blood flowed in profusion.

A physician was summoned and took several stitches in the nose. Had it been a double-bitted axe the results would probably have been fatal.

ICE AUTOMOBILES FOR KLONDIKERS

Bob-sleds With Sprocket-wheel Attachments and Steam Power Constitute Features.

Away with the dogs! Turn the horses loose! There will be no further need of them, for now we have the ice automobile, says the Yukon World, of Dawson.

This is another distinct invention from the Shont ice-boat which was given a trial before the court house last spring.

Will it work? Well, the model looks better than any of the many of its kind, and to any layman is so simple that even a mechanic or an engineer can pick no flaws in it.

It is the intention of W. S. Prescott, and he has already obtained patents for it, and expects to organize a company shortly for the manufacture of them, and then, ho! for Whitehorse in forty hours!

Mr. Prescott's machine is what might be called a radical departure from the other methods. On two bob-sleds a rack is made, very similar to the kind in general use. However, just ahead of the rear bob the body is open, and over the front end of the rear bob there is a shaft just above the level of the rack, and fro mthis shaft and extending out over the opening for a distance of seven feet is the frame. This frame is upon bearings on the shaft which permits moving them either up or down. In the frames are suspended the wheels that are used for propelling the sled. There are two wheels, and these are double, so that just where the horse travels in the sleigh-track a double wheel will fit just like a double wheel. Between each of these wheels there is a sprocket-wheel and the chain which goes to a like wheel on the frame-shaft is the method of conveying the power from the shaft to the wheels, the shaft being turned by the power on the rear sleigh.

Details of Equipment.

The wheels are four feet in diameter, and the edges have teeth to prevent slipping. But what is the most important feature of these wheels is the fact that with the movable frame on the power-shaft the wheels can travel over any uneven surface and yet not disturb the sprocket-chain or their regular traveling friction on the surface.

Attached to the power-shaft is a friction gear which will permit the sleigh to go down the steepest hill without danger of too much speed. The steering gear is so arranged as to have the rear bob track instead of cutting short the arc of a curve, and the machine may be turned in its own length.

In the spring, when a bare spot is reached, a lever will throw the weight of the front bob on the wheels, which can easily pull the rear bob over the ground.

The motive power can be either gasoline or steam engines, either one of 20-horse-power being able to drive the sleigh at the rate of ten miles an hour. If steam is used it will have the additional advantage of permitting the exhaust-steam to pass through the hollow runners, which will at once destroy the friction of cold weather, and give only an icy surface.

It is anticipated that on an 18-foot sleigh ten passengers and baggage, or over a ton in weight, can be carried.

GRAND TRUNK CONSTRUCTION.

Montreal, Oct. 5.—The contract for the construction of the roadbed of the section of the Grand Trunk Pacific from Fort William to Lake Superior Junction, a distance of about 210 miles, was awarded today to Foley Bros., Larson & Co., of Winnipeg. It is stipulated that the work shall be completed so that the line may be used in handling the wheat crop of 1907. Five hundred miles of the new transcontinental line have been contracted for, and it is expected contracts for 500 miles more will be let before the end of November.

EASY MARKS.

Hamilton Herald.

By this time Messrs. Gaynor and Greene must realize that they left their country for the Quebec lawyers' good.

Ottawa Citizen.

New Car Ferry May be Built

Plans and Specifications Reported to Have Been Prepared by C.P.R.

For Vessel Similar to Barge Transfer—Iyo Maru For the Orient.

Plans and specifications are reported to have been prepared at the instance of the Canadian Pacific railway for a new ferry barge similar to the Transfer, now carrying freight cars between Ladysmith and Vancouver. The construction of this barge has been in contemplation for some time, but it has not yet been authorized. It is understood, however, that the officials of the company, favor the building of the bargs, which would be used as a relief vessel to replace the Transfer at times and to augment the car-ferry service whenever necessary. Other work promised the shipwrights is the construction of two scows for the Alert Steamship Company. The contract for the building of these has been given to W. Turpel.

The Vancouver-Ladysmith service has been inaugurated by the C. P. R., the Joan calling at Ladysmith on the following schedule: On Fridays, leaving Vancouver at the usual hour, 1:30 p. m., the Joan will proceed to Nanaimo and, leaving that port at 5:30 p. m., will run through to Ladysmith. Ladysmith will be left at 6 o'clock on Saturday mornings for Nanaimo, and at 8 o'clock on the same mornings the Joan will sail from Nanaimo for Vancouver. On Saturdays the Joan will sail from Vancouver at 2:30 p. m., from Nanaimo for Ladysmith at 5:30 p. m., and will remain at that port all night, returning to Nanaimo on Sunday morning.

QUADRA RETURNS.

Arrived From Egg Island Yesterday—Will Sail for West Coast

The Canadian government steamer Quadra, Capt. Hackett, returned yesterday morning from Egg island after a rough passage, following close behind the United States lighthouse tender Heather, which was in port yesterday morning en route from Alaskan waters. The Quadra was delayed by rough weather. She will leave today for the west coast of Vancouver island with Col. Anderson, chief engineer of the department of marine and fisheries, and Capt. James Gaudin, local agent, on board. They are going to the west coast to locate a site for a new lighthouse and to inspect Leonard island light, where a new diaphone was recently added. The United States lighthouse tender came into get a buoy which had broken loose from its moorings at the Columbia river and drifted north into Bamfield creek. The buoy had been brought to Victoria by the Quadra.

IYO MARU SAILS

Carried Many Japanese From Victoria and Has Much General Freight.

The setamer Iyo Maru of the N. Y. K. line sailed yesterday for the Orient, taking between 6,000 and 7,000 tons of cargo and a few more than one hundred passengers. The Iyo Maru, the Iyo, took on board about one hundred more passengers, all Japanese, who are returning home from the fishing camps and canneries. The greater number of the passengers taken from Seattle are also Japanese.

The Iyo's freight consists of structural steel, railroad material, including a number of locomotives, about 30,000 sacks of flour, copper ingots and a large number of miscellaneous consignments.

LORD INVERCLYDE ILL.

London, Oct. 5.—Lord Inverclyde, chairman of the Cunard steamship line is again pronounced to be critically ill with pleuro-pneumonia at his residence, Castle Wemyss, Scotland. Prof. MacEwan, King Edward's surgeon, is attending him.

MAYOR McLELLAN CHOSEN.

Tammany Selects His Worship for Second Term.

New York, Oct. 5.—Mayor George B. McLellan was tonight nominated for Mayor of New York for the four years' term beginning January 1st next by the Democratic city convention of Tammany hall organizations.

A CITIZEN ARMY FOR HOME DEFENCE

Lord Dundonald Holds It is Amply Sufficient—His Experience in Canada.

In the October number of the Fortnightly Review there is a 12-page article, "Notes on a Citizen Army," by Lord Dundonald. He says: "That such an organization as a citizen army for home defence is feasible I have always believed, and my recent experience with the citizen militia of Canada has given me a practical proof of the soundness of my belief."

He entirely disapproves of compulsory military service for the adult in time of peace. The basis or standing point of any citizen army must be the military training of boys.

After a lengthy review of his own work in Canada, he says: "In the past all efforts pursued by colonial governments to maintain organized forces in readiness for Imperial purposes have been doomed to failure, and there is nothing in the history of the past five years to lead us to expect a change in the attitude, but all the advantages sought for might be obtained without any accompanying objections by applying the bonus system to colonial forces.

"A colonial war service reserve might be instituted, for which I am certain whole regiments of colonial militia would volunteer. My experience of Canadian citizen soldiers convinces me that any regiments would thus volunteer en masse to take part in campaigns of the Mother Country.

"Recent changes in the higher administration of the national forces of Canada and Australia have brought about something like a divorce between Imperial and colonial military organizations. It is not necessary to emphasize the disadvantages and even the dangers of such a tendency. The whole question of Imperial unity is seriously affected by it."

WHALES NOT IN HIS LINE.

Toronto Star.

It appears that Hon. Dr. Reaume on his trip to the coast saw a number of whales. As, however, he does not consider himself the Jonah of the Whitney administration, Dr. Reaume did not take advantage of the openings afforded.

SPEICHER MAY SUCCEED DOWIE.

Said to Have Been Appointed Overseer of Zion City.

St. Paul, Minn., Oct. 5.—Dr. John Speicher, formerly a Waterloo, Iowa, physician, is reported to have received a commission appointing him successor to John Alexander Dowie as overseer of Zion City and the entire Dowie church. Speicher has been Dowie's right hand man since joining the church.

THE MILLIONAIRE.

An English writer, in discussing "The Psychology of the American Millionaire," has this to say: "He is apt to combine the ethics of an alligator with the creed of a member of the Y. M. C. A. And it is this combination that makes him far more formidable than our own sceptical and cynical cosmopolitan millionaires, who feel that there can be no righteousness in a Providence under which they prosper."

POPULAR PHILOSOPHY.

Boston Herald.

The Hon. David Barker, poet and lawyer, of Penobscot county, Me., used to relate the following on himself:

There was an old man where he commenced practice who never would pay bills until forced to by law. One day Mr. Barker received a bill against the old man for collection, with orders to sue at once, but instead of suing at once, he sent a kindly letter, asking the delinquent to call and settle and save costs. The old man was the old man took great pains to talk about and ridicule the young lawyer at the corner grocery and post office.

Finally suit was brought and judgment rendered, with costs. One of the cost items was 50c. for the letter. To this the old man objected strenuously. Finally the lawyer said: "If you will take back what you said about me at the store and post office and say you were mistaken and you guess that young lawyer is a pretty good fellow after all, I will throw out that item."

To this the old man replied. "I am an old man—over 80 years of age. I've done a great many mean things in my day, but I am too near eternity to tell such a gosh-darned lie as that for fifty cents."

WHO IS TO PAY FOR COLLINS' CUSTODY?

Sheriff Richards Asks Chief Justice Hunter for Ruling in the Matter.

When Chief Justice Hunter returned from his visit to the Lewis and Clark Fair, Sheriff Richards went before him in chambers and asked for a ruling upon the question of responsibility for the expense of the custody of George D. Collins, who was given into the sheriff's custody by the Chief Justice pending the hearing of his appeal from the warrant of Judge Lampman ordering his commitment for extradition to San Francisco on the charge of perjury preferred against him.

Chief Justice Hunter declined to hear the application in this regard until his return from the assizes in the upper country about the end of October, but he intimated that he considered the suggested charge of $12 a day for the custody of the prisoner an excessive one.

When the San Francisco lawyer was given to the keeping of the sheriff, it was understood by the counsel for the State of California that the expense of the custody would be borne by Collins, but he declines to bear it. When he refused to pay the expenses, the sheriff applied to the counsel for the state of California, whom he considered was responsible for the expenses. He also referred the matter to the department of justice, telegraphing them a query asking who was responsible for the expense of the custody. The department at Ottawa replied that the State of California was responsible.

Mr. Higgins, for the State of California, however, held that his clients were responsible for no more than the cost of a stay by Collins in the common jail, and declined to pay any above those expenses. As Mr. Higgins said, if Mr. Collins wished the luxury of freedom and to be permitted to live at his hotel, he should bear the additional expense thus occasioned.

To get a ruling upon the question, the sheriff made the application to Mr. Justice Hunter on his return, and upon the return of the Chief Justice from the assizes the application will be renewed.

VISIT OF BRITISH SQUADRON

Preparations for Reception of Prince Louis' Fleet at New York.

Washington, Oct. 5.—The announcement was made at the navy department today of the tentative programme which has been arranged for the British squadron under command of Prince Louis of Battenburg, which will visit New York and Annapolis next month. According to the present arrangement, Prince Louis' squadron will arrive at Annapolis November 1, where it will be welcomed by Admiral Evans, with the battleship and armored cruiser division of the North Atlantic fleet. On November 2nd Admiral Evans will entertain Prince Louis and officers of his squadron at dinner. On the 3rd Prince Louis and officers of the squadron will visit Washington, and on November 4th a reception will be given at the White House by the President to Prince Louis and staff. The reception will be held at 3 p. m., to be followed by a dinner at 8 p. m.

Reception in New York

On the 6th they will be entertained by Rear Admiral Sands, superintendent of the naval academy at Annapolis. The battleship squadron will sail from Annapolis for West Point on the 7th and will be followed on the day following by the British squadron. The arrival of the British squadron at New York on the 9th will be followed by official visits, dinner by Mayor McClellan, private dinners and parties for officers. On the 10th there will be an excursion to West Point.

By sailing from Annapolis from New York a day in advance of the visiting squadron Rear Admiral Evans will be able to come to an anchorage in New York harbor and be in readiness to receive Prince Louis formally when he arrives with his command at that port. The Drake, on which Prince Louis will give a ball, is the flagship of his command.

SEVERAL ORGANS MISSING.

Guelph Mercury.

Joe Martin is to be the head, and Billy Maclean the lungs of the new third party. The other members of that body have not yet been personified.

Celebration of Trafalgar Day

Banquet and Smoking Concert Arranged by Navy League and Sons of England.

Every Indication That Centenary Will Be Loyally Observed by Victorians.

As the day approaches for the celebration of the centenary of Trafalgar, interest in the event increases, and there is every indication that the day will be loyally observed. The Victoria-Esquimalt branch of the Navy League has issued an attractive dodger setting forth the fact that the organization will celebrate by a banquet to be held at 8 o'clock in the evening of October 21 at the hotel St. Francis. The price of tickets has been placed at the sum of $2.50, and all members and friends desirous of being present are requested to send their names to the honorary secretary, Joseph Peirson, as soon as possible.

A special appeal is made to all members of the Navy League to introduce at least one new recruit in honor of the centenary.

On the same evening, also in honor of the day, a smoking concert will be held under the auspices of the Sons of England at the A. O. U. W. Hall.

Of the last moments of Lord Nelson the following account was given by the Naval Chronicle at the time:

He was walking the quarter-deck, and about three yards from the stern, the space he generally walked before he turned back. His Lordship was in the act of turning, with his face towards the enemy, when he was mortally wounded in the left breast by a musket ball, supposed to have been fired from the mizzen top of the Redoubtable, French ship of the line, which the Victory had attacked early in the battle. He instantly fell, and two sailors who were near His Lordship raised him in their arms and carried him to the cockpit, where he was immediately laid upon a bed.

The following is the substance of a conversation which really took place in the cockpit between His Lordship, Captain Hardy, Mr. Bourke and Mr. Beatty. Upon seeing him brought down, Mr. Bourke immediately ran to him. "I fear," he said, "Your Lordship is wounded." "Mortally! mortally!" "I hope not, my lord; let Mr. Beatty examine your wounds." "It is no use," exclaimed the dying Nelson; "he had better attend to others." Mr. Beatty now approached to examine the wound. His Lordship was raised up, and Beatty, whose attention was anxiously fixed on the eye of his patient as an indication, the most certain when a wound is mortal, after a few moments glanced his eye on Bourke, and expressed his opinion in his countenance. Lord Nelson now turned to Bourke and said: "Tell Hardy to come to me." Bourke left the cockpit. Beatty now said: "Suffer me, my lord, to probe the wound with my finger: 'I will give you no pain.' Lord Nelson permitted him, and, passing his left hand around his waist, he probed it with the forefinger of his right hand.

When Bourke returned with Captain Hardy, Lord Nelson told the latter to come near him. "Kiss me, Hardy," he exclaimed. Captain Hardy kissed his cheek. "I hope your lordship," he said, "will live to enjoy your triumph."

"Never, Hardy," he exclaimed; "I am dying; I am a dead man all over; Beatty will tell you so; bring the fleet to an anchor; you have all done your duty; God bless you."

Captain Hardy now said: "I suppose Collingwood, my dear lord, is to command the fleet?" "Never," exclaimed he, "whilst I live," meaning doubtless that so long as his gallant spirit survived, he would never desert his duty. What passed after this was merely casual. His Lordship's last words were to Beatty, while he was expiring in his arms. "I could have wished to have lived to enjoy this; but God's will be done." "My lord," exclaimed Hardy, "you die in the midst of triumph." "Do I, Hardy?" he smiled faintly; "God be praised." These were his last words before he expired.

LARGE FIRE HOSE PURCHASE.

One of the largest single orders for fire hose placed by a private corporation in the Dominion has just been announced.

Some weeks ago the Canada Car Co., Montreal, invited tenders for providing their enormous plant with fire hose. The quantity required totaled 4,400 feet. A large number of tenders were received, and the result has just been given out.

The successful tenderers are the Canadian Rubber Company of Montreal, Limited, who will supply 4,400 feet of their new three-stripe "Star" Underwriters 2½-inch cotton fire hose, with couplings attached. This hose is manufactured and supplied in conformity with the rigid requirements and specifications of the National Board of Underwriters Chicago, and also the Boston Mutuals.

Delivery of this large order is to be made complete within two weeks.

The Canada Car Co. was incorporated some few months ago, and is the largest concern of its kind in the Dominion.

SOME OF JOHN BULL'S EXPENSES.

Leslie's Weekly.

An idea of the cost of running a great nation may be gained from the statement that England's balance sheet for the last fiscal year shows an expenditure of considerably more than three-quarters of a billion dollars. The exact amount was £151,769,000. To meet this revenues were raised amounting to £153,707,000, leaving a surplus on hand of £1,938,000. Of this vast expenditure £66,200,000 went to the army and navy £924,000 for dispensing justice, and £15,161,000 was spent on education. This is only one entry under expenditure, which reveals the magnitude of the Empire's business. It is that for "stationery and printing," and shows that three-quarters of a million pounds was expended on this item alone during the past year.

RECOMMENDS PRINTERS' INK.

Agent-General Turner Advises British Merchants to Advertise.

London, Oct. 5.—At the Sphinx Club last night the question of advertising the colonies was discussed. Mr. Turner, agent-general for British Columbia, said the people of that province were tariff reformers, and if British goods were advertised well and wisely in the colony, British manufacturers would reap a rich harvest.