

MORE SEALERS SEIZED.

This Time by the Americans Who Charge Violation of the Revenue Laws.

Commissioner Alexander's Boat—Arrival of the Kate and Anne at San Francisco.

Sealing men were again agitated, yesterday, by the receipt of information from Seattle of the arrival there by the schooner Henry Dennis of news of more seizures of vessels from this port.

This time, however, the "offenders" are not the Russians, but the Americans, and the fullest particulars at present obtainable are contained in the following special dispatch to the Colonist:

SEATTLE, Sept. 24.—(Special.)—The schooner Henry Dennis arrived here yesterday with skins having left San Point, September 11. She brought as passengers A. B. Alexander, who has been in regular seal life in Behring Sea for the United States Government, and Leonard, Seattle, of the U. S. cruiser Ranger, who is on his way East.

The revenue cutter Corwin left San Point the same day as the Henry Dennis, and the schooner Henrietta, bound for Sitka. The Henrietta was seized at Ounakaska while in possession of the English authorities for alleged violation of U. S. revenue laws in transferring skins to the Libbya.

The last seizure was on later evidence obtained. The Corwin had news of the seizure at the Oscar and Hattie at about September 1, for sealing in Behring Sea. She has been towed to Ounakaska.

Commissioner Alexander claims he has in his possession evidence that will destroy all the Canadian claims regarding seal life in Behring Sea.

The sealing men here are anxiously awaiting further information, this being the first news of the kind in respect to the schooners mentioned they have received. When the schooner arrives here they will not go to go into Behring Sea on any account, and it will be a surprise to the owners if these orders have been disobeyed.

Capt. Keefe, formerly master of the Rosie Olsen, returned last night from Vancouver after an unsuccessful attempt to recover possession of his vessel. The Rosie Olsen was seized by the Russian authorities, and afterwards was taken to the Vancouver Belle and three other schooners were arrested if they were given the Rosie Olsen and told that if they were willing to take chances they could take her down to Vancouver. They did, and Capt. Copp succeeded in making her run in good time and in perfect safety.

Arriving at Vancouver, he turned the schooner over to the Customs authorities, who in turn forwarded the information regarding her to Ottawa. Until the Customs authorities can hear from the Government they refuse to make any disposition of the vessel. The sails have been unbuttoned and taken ashore, and the schooner is at anchor awaiting the process of the law.

The Rosie Olsen was owned by Spratt & Grey of this city.

A San Francisco despatch of yesterday says: The sealing schooner Kate and Anne, Captain Luffen, arrived here this morning with 50 skins. Some two months ago the schooner touched at Yokohama, where she discharged 1000 skins that were shipped to that port.

Several passengers narrowly escaped serious injury. Your correspondent was on No. 10 leaving the Westminster Fair grounds about 9:45. The car had one of the most careful motormen on the road. The trams were running every half hour for the accommodation of those desiring to see the races.

The double service is rather slow work, but the company took the precaution of having a telephone switchman at each switch. Two of the brushes in No. 10 were found to be broken, before leaving Westminster, but the car ran on time to the power house, and fixed up there, telephoning the car leaving Vancouver at 10 to meet her at the switch nearest the power house.

On arriving at the switch the car was not there. The car waited five minutes, and thinking the message was misunderstood, pushed on towards Vancouver. A mile from the switch the trolley car was met and disabled and was towed back to the next switch. Your correspondent and his partner, the Englishman, and it is purely circumstantial evidence, that the switchman, as soon as the disabled car had been landed at the switch, telephoned to No. 13, at the next switch towards Vancouver, that all was clear to come on.

When about half way between the two switches, and going down grade, No. 13 was sighted coming down grade from the opposite direction, both cars going head-on to make up lost time.

A collision was inevitable; the impetus the cars had gained was too much for the brakes. Mayor Cope, Mrs. Cope, Mr. Carrell, U. S. S. Co., Mrs. Carrell, and Mr. Calland were returning from the Westminster ball. Mayor Cope and Mr. Calland were in front smoking. Both jumped a moment before the collision, landing in a ditch six feet deep. The motor man worked his brakes, and the Englishman threw him out of his post down the embankment. The other occupants of the car, including A. W. Watson, Nanaimo, and C. J. Savage, Victoria, were severely shaken up, but not injured. The trolley was thrown violently to the bottom of the car. Mrs. Cope was so anxious for the safety of the chief magistrate of Vancouver that she did not wait to see if she was injured, but rushed out to find her husband.

In the other car the passengers did not fare so well. The motorman was covered with real estate; he had also been thrown into the ditch. F. R. Russell, Vancouver, jumped through the car window, striking on his head and wrenching his leg. J. Howell, Collector of Customs, was thrown to the bottom of the car, and severely sprained his knee cap. He suffered excruciating pain, and medical aid was summoned promptly. Messrs. John Bamsdale, manager of the Westminster ball, and Mr. Grant, Victoria, jumped, and escaped unscathed. A lady had her arm hurt, and

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LIVERPOOL IMPROVEMENTS. Public Opinion and Prospective Loss of Trade Forces the Authorities to Take Action. LONDON, Sept. 23.—Liverpool men of business are greatly alarmed by the prospective transfer of the trans-Atlantic trade to Southampton, by rumors that the Cunard and White Star lines will withdraw from Liverpool, and by the threatened position of Milford and Bristol as British ports of arrival of the trans-Atlantic steamships. They complain that the benefits of the trans-Atlantic trade have been hardly realized before the city is threatened with the loss of them. The committee have accordingly ignored the Money Dock Board have done much by their parsimony and by injuring Liverpool's prospects in trade. Recently the Board proposed that the steamship companies should assist in building a deep-water landing stage for the exportation of passengers to and from New York. Most of the companies replied that they could leave, if called on to contribute to the execution of the plan and the matter was dropped. Public opinion, aroused by the prospect of a heavy loss of trade has now compelled the Board to revise the plan in such a form that the town if necessary will pay the whole expense. The execution of this plan will include the building of a short railway from the Canada Dock station, across the dock estate, to a stage

CABLE NEWS.

India's Immense Loss Through Silver Depreciation—Cattle Disease in Bavaria.

Romantic Affair in Berlin—A Would-be Suicide to Marry Her Rescuer.

Stolen Debentures Found. BERLIN, Sept. 24.—A portfolio containing 4,000 marks worth of bonds has been found in a sewer in Vena Weissenau. These bonds are part of the proceeds of a big bank robbery.

Losses From Cattle Disease. MÜNCHEN, Sept. 24.—The annual agricultural show in this city has been abandoned in consequence of the prevailing cattle disease. This disease, which was imported from Baden, has caused enormous losses to stockmen.

Elopement of a Rich Couple. VIENNA, Sept. 23.—Lieutenant Erlanger, son of Baron von Erlanger, and the Countess Musica, step-daughter of M. Cerasi, formerly Romanian Ambassador in this city, eloped from this city last evening. The Countess has 10,000,000 francs in her name and Lieutenant Erlanger is also rich and will be a millionaire after the death of his father.

Love, Suicide, Marriage. BERLIN, Sept. 24.—Elizabeth Krohn, a young woman of good family and considerable beauty, was betrayed four months ago by the young man whom she was to marry. He deserted her, and she decided to drown herself. She wrote a confession to her mother, and then jumped into the Havell horn. An army officer, who had followed her to the river bank, rescued her, placed her in a cab and started for home, in spite of her protestations. While the cab was crossing a bridge Miss Krohn suddenly leaped to the roadway, and threw herself into the water. The officer again went after her and brought her to shallow water, when the salman dragged her to the bank. After entering the office the officer proposed marriage, and Miss Krohn accepted him. Mr. and Mrs. Krohn gave their consent to the marriage.

Shot by Her Husband. ST. JOHN, N.B., Sept. 23.—Mrs. Carr, 30, was shot and killed, yesterday, by her husband, near Canterbury Station. Carr says he was searching for a strange dog in the cellar, when the gun was discharged, accidentally.

Escaped From Penitentiary. WINNIPEG, Sept. 23.—Fred Schultz escaped from Stony Mountain penitentiary last night. He was imprisoned for the robbery of Jacques' jewelry store at Calgary, yesterday.