

ATROCITIES OF BOXERS.

Details of Horrible Massacres Now Practiced in China.

Missionaries Tied to Trees and Hacked to Pieces—Most Fiendish Crimes in the World's History.

(From Thursday's Daily.)

Details received by the Empress of China, which arrived yesterday, eleven days from Yokohama, of the Boxer outrages on their march towards Peking, and the horrors enacted by the way, reek with stories of bloodshed and of atrocious cruelties perpetrated by the rebel hordes. Some of the unfortunate who fell into the hands of the Boxers were tied to trees—some with their thumbs and toes tied together—and, after being horribly tortured, disembowelled. The Belgian engineers who were captured in that heroic running fight, briefly described in cable reports, from Fengtai to Tientsin, were literally hacked to pieces. Native Christians suffered particularly; village after village was ravaged, and the natives known to be converts to foreign religions were cruelly done to death.

The Empress brought a number of missionaries among her passengers, several of whom were hurrying away from the theater of the trouble. Shanghai, they reported, was daily becoming more filled with the fugitives, and at Tientsin, too, they were crowding in when the last news reached Shanghai from that port on June 11. The correspondent of the Shanghai Mercury at Peking was one of those who fled to Shanghai from the Chinese capital. He says that when he visited the foreign legations on May 28th the ministers were then content with the promises of the Tsung Li Yamen (the foreign office), that the Boxers would be suppressed.

Then came story after story of the Boxer outrages, of the massacres at native villages, and lastly of the destruction of the railway station at Fengtai; that the railway had been torn up, the telegraph line cut, and the Boxers advancing to attack Peking. Then the ministers were at last aroused to action. The diplomatic corps held a meeting and telegraphed for the legation guards to come up at once. This was on June 2.

The troops occupied some time in getting up to Peking. Only one American and one Japanese vessel were already at Taku. The Russians had to telegraph to Port Arthur, the French and Italians to Chee Foo, the British to Wei-hai-wei, and the Germans to Kiaochow. By the following Wednesday most of the guards were ready to come. Then the Chinese government began to object to their coming. The viceroy at Tientsin refused to give his permission unless he had orders from Peking. The railway being a Chinese imperial road, could not very well be used unless the Chinese government gave consent. Furthermore it was noised abroad that forcible opposition would be made to their coming by Gen. Tung Fu-Shing and his troops. The soldiers are among the best drilled of the Chinese soldiery, and are intensely hostile to foreigners.

On Wednesday afternoon, says the fugitive correspondent, the British, American, Russian and French ministers went to the Tsung Li Yamen to present their ultimatum. They asked if any trouble would be placed in the way of the coming foreign guards. The Yamen expressed its strong disapproval of the insult to the Chinese government, as Prince Ching had already promised to protect all foreigners in Peking. The foreign ministers said it was too late to discuss the matter, for the guards were coming to Peking, and if any opposition arose more would come, and foreign countries would act accordingly. The Chinese officials said they must first consult Prince Ching, and would reply on the following day. Early next morning the foreign ministers were notified that facilities would be afforded to bring up the legation guards.

Prince Ching was at the summer palace when he received word from the Yamen. He had an audience with the empress dowager and Gen. Tung Fu-Shing, who was called in, and a stormy interview it was. The general claimed that the coming of the guards was an insult, and this officer—whose troops, if not practically Boxers, were in league with them—was unwilling to back down. At last, though, it was decided to allow of the coming of the troops without resistance, and the military governor of the city was ordered to take charge of the reception of the foreign troops.

It was at 4 o'clock on the afternoon of June 1 that the 330 foreign guards arrived at Peking, and the excitement at

the Chinese capital was intense. Crowds of Chinese, knowing full well that Gen. Tung Fu-Shing was eager to oppose the foreigners, expected that the Boxers would be overcome, and that then all foreigners in Peking would be slaughtered. Many of the foreign residents not cognizant of the arrangements of the Yamen were also fearful of an awful massacre. There were hundreds of ruffians ready for slaughter. That peace prevailed was not due to the presence of the marines, but that the empress dowager had yielded and compelled her officers to submit to the insult.

It was in the evening that the guards came. The Americans, under the command of the captain of the Newark, were the first to march in. Then came the Russians, the Japanese and the French. The British did not arrive until two hours later than the other troops. The Germans and more Russians arrived on the following day.—Victoria Colonist, June 27.

Pitiful Tale of Suffering.

Nome newspapers received here tell of the finding of traces of a tragedy by reindeer herders in the district contiguous to Nome. Dr. W. H. Gamble, superintendent of the reindeer station at Cape Denbigh, says his herders have discovered the body of a man who evidently committed suicide. On the person papers were found telling of terrible privations and of starvation. These papers, which the doctor has perused, state that the victim was sailing in a small boat from St. Michael to Nome, and after experiencing the greatest hardships landed at the point which he believed to be an island. A number of Indians assisted him to land. On the 10th of December, he writes, he was there 52 days, waiting for ice to form, that he might get off the island, as he called it. Writing on Dec. 14th he states that he came to British Columbia and had been on the trail for two years. On Dec. 15th he states that while on the coast at a village, presumably Shtatlik, he helped two men two days building a boat named Frank Leslie, which was painted black. The name of the unfortunate man is John Bacon, and papers on him were addressed to James Cabill, followed by an illegible word commencing with the letter B. Dr. Gamble said these were all the particulars he could glean from the Laplanders, but he would go out and investigate the case and have the body buried away from the dogs and ravens. He also said he would send the letters to Lieut. Cochran, commanding officer at St. Michael.

In a full report of further discoveries made by the doctor a short time afterwards to U. S. Marshall Lee it transpires that records of the dead man showed that his death was directly due to the Indians, whose attitude was so threatening that he was obliged to give them the bulk of his scanty supply of grub. The record is one of the most pitiful in the annals of the North.

It reads as follows: Lone Island—I think about December 14th, 1899. Now, as for hunger, it is a terror for to stand. For the last ten days I have been starving myself, just eating enough to keep away the pangs of hunger. Now as for that Indian who calls himself John—if man does not punish him I pray God may. That Indian is a big liar. To James Cahile, from John Bacon. There was 4 Indians on the island when I come. Never but 3 of them showed up until the day they took the boat. But one of the Indians just told me that there was just eight people on the island; now as for this John Indian, he was not around. On the day they took the boat a new Indian came. He was the one that had his rifle with him. Now I know that no worse can come to me, if it would freeze hard to night there might be a show for me; but so many times I thought it would close up for good—no less than 3 times.

This is the hardest game of my life on the trail. Coming through British Columbia me and 2 other men were 5 days without any food but berries. I have been nearly two years getting this far, oh how lonely! if God lets me off this time I will look out a little sharper next time. When I landed here I was so weak I could hardly stand up.

Lone Island, Dec. 16.—Little did I think it would be so freezing before it would freeze up for good, or I would have taken this old leaky boat and taken chance even in the drift ice. It soon began to freeze after I struck this island. The Indian said it would freeze in 10 days, this may be a different season from the rest, but I got such a terrible deal before, it made a little backward in starting out again. But the next day he come I asked him how long it would be before it would freeze, and he told me it would freeze so I could walk out in 10 days. I partly believed him, he said that he was out on shore, that there were 2 white men

camped at their village; it is possible he was, for I stopped and helped 2 men 2 days. I have forgotten their names, but the boat they had was the pink Tesley. Painted Black—but right there was where my bad luck began from leaving so late I could not make the next point before dark came. A middling heavy sea came up; to get back I could not; but the Frank Trisley made back; but when I seen I could not make back, but made for the point ahead; but apparently landed here for a worse fate. Hunger is a terror to stand now; but the present time the sea is full of ice but soft. If it would come one good hard freeze.—Victoria Times.

Koyukuk Not a Bonanza.

A letter written in the Koyukuk on May 28th was received here this week and from its tone it is conclusive that the Koyukuk is a good country—to avoid. The writer says there are a number of low grade claims being operated, but that nothing big has as yet been discovered to warrant any rush to that country.

At the time the letter was written flour was selling at \$100 per sack and other provisions at an average of \$1 per pound. Grub was very scarce and there was no money with which to buy it at any price. The A. C. Co., which has a store there, has the writer states, a mortgage on lien on nearly every claim in the district for grub advanced.

The best claims yet prospected and worked on those on Slate and Myrtle creeks, and nothing over expenses are being made from them. On nearly all the creeks colors and pans running from 1 to 2 cents may be found. The writer of the letter, with another man, left Dawson late in March with three dogs and 300 pounds of freight. They made Fort Yukon in 15 days and were 20 days making the trip over the divide to the diggings on the Koyukuk. It is described as being a journey which few would attempt a second time.

In closing the letter the writer says he can not advise any one to come to the Koyukuk. He expects to get away from there this fall as he says he would not attempt to spend the winter there for the entire country.

A True Story.

Seven years ago a farmer living west of Webster City, Ia., hung his vest on the fence in the barnyard, and as a result of it the following story is told: A calf chewed up a pocket in the garment in which was a standard gold watch. Last week the animal, a staid old milch cow, was butchered for beef, and the time piece was found in such a position between the lungs of the cow that the process of respiration, the closing in and filling the lungs kept the stem winder wound up and the watch had lost but four minutes in seven years.

Sorrow Dance.

The "Sorrow" dance of the Alaska Indians, while in many respects amusing to the white onlooker, is so truly weird and mournful in the earnestness with which the performers—as the dancers may be named—go into their task that it cannot but impress.

The Indians are grieving for their dead. Whether the deceased has been placed upon the funeral pyre one year or 100 years does not imply. The Alaska Siwash believes in transmigration of the soul, and he does not know but what his ancestor's spirit, instead of taking body in an elk, moose or bear, will possibly come on earth again as a snarling wolf.

Therefore the Siwash is in sorrow. But he has a relief in the firm belief that by incantations, feasting and much burning of high built pyres, he may so placate the "Sahatee Tyee" (Great Spirit) as to tend to the removal of the soul's sorrows for from its possibly poor encasement to the body of some large and noble animal.

Arriving at the "Sorrow" dance the Siwash who has been selected as a dancer, is provided with a wooden mask if he has not brought one. These are simply hideous in design, a totem pole being a marvel of beauty in comparison. Whipsawed planks of yellow cedar, giving forth a resonant tone, are laid in a semi-circle around the funeral pyre. Over these boards gather from 20 to 50 Indians equipped with long rods of alder. The fire is lighted. At the first burst of flame from the top of the heap a chorus of "Ha-ha! Ugh-ha-ha! He-e-e!" prolonged, is set up by the men about the cedar planking, they keeping time with the alder sticks, rapping on the boards. The dancers then appear, and for hours, in fact until exhausted, they will prance around, suffering the sweltering heat of the fire. So soon as one falls prostrate another one takes his place, and thus the dance is kept up night and day. At Taku in 1882 two dancers, weighted with a special load of sorrow, kept up their movements for 36 hours without intermission. The chanters show the same aw-

ful endurance, hammering away with their "Ha-ha-he-e-e" for hours at a time. The monotone of the chant is sufficient to drive one distracted, but the marvel of endurance shown by the Indians is sufficient to keep him interested. At the Taku sorrow dance mentioned the miners working on a ledge near by returned after a night's rest and day's work to view the same wooden masked, paint besmeared Siwash they had left the evening before still prancing and chanting.—Skagway News.

The Poundmaster.

The law that provides for a poundmaster also very properly provides that, as an officer, no matter how humble the station filled, he must be treated with respect. If he was not supposed to catch and impound untied and unmuzzled dogs, the position he occupies would never have been created and the expense of erecting and maintaining a dog pound would have never been incurred.

Therefore, if your dog falls into the hands of the dogcatcher and from his hands into the pound, do not imagine that it is your inherent right to call on the dogcatcher or poundmaster, which ever you please to designate him, and abuse him like you would the adopted child of some poor relation. The poundmaster won't stand for it, neither will the government back of him stand for it.

If any one doubts the above, he can verify it by interviewing two merchants, man and woman who do business near the postoffice and who recently went to the pound and attempted to read a few sections of the riot act to the poundmaster. Later the riot act was again read; this time the man and woman hear it in fear and trembling while standing immediately in front of the police magistrate. While they were not fined, it is safe to say that the poundmaster is immune from further lecturing from that source. The poundmaster is an officer and must be respected.

Whitehorse Will Be Cheap.

R. M. Brown, purser of the Lightning, gives some interesting information relative to conditions at Whitehorse. He says the town will be a cheap camp and even now nickles and dimes are quite common as the advent of the railroad has cheapened the camp, as a railroad always does. The B. A. C. Co. are working some 20 men in prospecting their copper properties, and to the development of the mineral resources of that locality is looked the prosperity of the town. There are two large hotels in course of construction there at the present time. Mr. Brown reports a quartz strike to have been made in that locality.

Manager Elliot, of the C. D. Co., is authority for the information that the White Pass railroad will be completed from Skagway to Whitehorse without a break by August 1.

A Son of a Skipper.

Capt. Jacob Dobler, pilot on the steamer John Cudahy, which arrived from St. Michael this morning, is one of the youngest men on the river to fill such a responsible position, although this is his third season on the Yukon. Capt. Dobler's father, up to last year, had been master of a Mississippi steamer for 28 consecutive seasons; but last year he accepted a position with the C. D. Co., as pilot on the steamer Victoriana, which position he most satisfactorily filled. But one season in the far north sufficed for the old skipper, and this year he is on the bridge of a steamer on the Father of Waters.

Capt. Dobler, jr., is reckoned to be one of the best river men on the Yukon.

New Plays.

Miss Daisy D'Avara, of the Orpheum, has just received 53 of the latest comedies and dramas which will be produced at the Orpheum. Miss D'Avara's enterprise in securing this high class of plays, costing as much as they do, and on some of which she will have to pay royalties, is commendable and merits the success she is assured.

Weare a Military Post.

W. H. Jellison, who arrived today on the Cudahy, has been employed for a number of months at Weare in helping to construct 15 buildings which are being erected to accommodate 200 U. S. soldiers which are located at that post. A reservation has been made there embracing some 10 square miles. This makes Weare the largest military post on the river. The soldiers are now on the ground.

More Warm Weather.

An oldtimer who lead the vanguard in the wild rush to this country in the summer of 1897, is authority for the statement that there will yet be several weeks of weather fully as warm as that of the week preceding the fourth of July. He says that the ice cream season has not yet fully opened and that ice dealers may expect lucrative business yet for fully six weeks.

NEWS ALONG THE RIVER.

Ora Arrives With Big Cargo for Her Agents.

Bonanza King Here After Sandbar Experience—Steamer Lightning's Record Breaking Trip Up River.

The steamer John Cudahy, of the N. A. T. & T. Co., arrived early this morning, 11 sailing days from Nome. She left St. Michael on the evening of the 29th of June and brought 60 passengers and 160 tons of freight. Her original load from St. Michael was 200 tons, 40 of which was distributed at the company's stores along the river. News of Nome and river points is published in another column. Thomas Hoy is captain of the boat and A. E. Todd purser.

Capt. Hoy reports passing the A. E. Co.'s boat "Leon" at Nulato on her way up river heavily loaded and with a barge in tow. She should arrive in Dawson within a few days.

Another boat is expected today as smoke was seen from the deck of the Cudahy yesterday, apparently from an up going steamer. The sailing time of the Cudahy has not been announced yet but she will probably leave at an early date. Following is the complete passenger list of those arriving in Dawson on the boat:

L. M. Johnson, Mrs. Sophia Green, John Morgan, Mrs. Morgan, John Verette, P. O. Strom, A. Gervin, A. Beck, L. Cronor, P. Collins, P. Lenden, Mrs. Bryant, N. Ajekstrom, Louis Larson, E. Nelson, W. H. Jellison, G. E. Pulham, Ben C. Doering, J. J. Crowley, D. Arderin, A. Brule, E. Durgese, Joe Thidodo, Carl Smith, F. Haight, W. J. Stewart, F. E. Whelpley, P. R. McGill, A. H. Batten, Louis Colbert, Mat Bowman, J. Curran, W. M. Lapp, Dick Willis, J. Blythe, A. Balkerill, Antone Roseberg, J. V. Taylor, E. Jeffram, J. H. Hathway, L. J. Geck, Grant Murphy, Al Warneckas, J. H. Monaghan, C. E. Stutsmith, G. E. Ward, C. A. Simong, C. E. Caulkfield, J. W. Skeavington, Charles E. H. Shade, Mrs. Charles Shade and child, V. A. Paine, W. D. Taylor Ralph Paine, Q. R. Spivey, R. H. Benner, Oliver Benson, N. J. Trodo, D. Grafton, J. Patterson.

The Ora arrived last night with a large volume of freight for so small a boat, being packed from bow to stern with a cargo of provisions, the principal consignees being Lancaster & Calderhead, this being the first invoice of the season received by them. They have an immense quantity on the way and this firm will probably do the commission business of the town this fall and winter. The Ora sails tonight at 8 p. m. Capt. Williams, master. The following passengers arrived: Mrs. Bowles, Mrs. Teppie and child, Mrs. Tourpain and child, W. M. Dickie, R. Kennett, R. A. Englehart, Mrs. Kelly, Ruby Kelly, J. Mattley, Mrs. Mattley, F. White, Mrs. Holden, Miss Holden, Miss Holden, Mrs. Harrison.

The steamer Bonanza King arrived last night and will sail tomorrow. She has a large amount of freight but no passengers as they were transferred to a C. D. Co. boat, the Bonanza King unfortunately being tied up on a bar for a considerable time.

The steamer Lightning, of the Dawson & Whitehorse Navigation pulled in to the C. D. Co.'s dock yesterday afternoon after completing the fastest trip made on the Yukon between Dawson and Whitehorse in actual sailing time. Munger Davies is jubilant over her success. No passengers came down on her, she being rushed through to help relieve the freight blockade. Seventy-five head of cattle were brought down consigned to H. I. Miller and Miller & Zeam, and 30 tons of general freight. She sails this afternoon on her return trip.

The steamers Ohio and Santa Ana returned to San Francisco from Nome, with their cargoes, leaving their passengers quarantined on Egg Island. Among the passengers quarantined are seven cases of smallpox.

Fixed Himself.

The body of John Benlin, a miner of Boise City, Idaho, was found in the bay near Ketchikan on Wednesday evening, and at first it was thought that he had been the victim of foul play, as one of his legs was gone, and around his neck was a rope with a rock weighing 75 pounds at the end of it. At the inquest, however, it was found to be a case of suicide and the jury returned a verdict to that effect.—Alaskan.

Special Power of Attorney forms for sale at the Nugget office.