

RECEIVED BY WIRE.

MAITRE LABORI

Eminent French Advocate Is Tendered Splendid Reception in London.

FIVE HUNDRED LAWYERS HONOR HIM

Was Counsel for Dreyfus in Trial Two Years Ago.

DR. THOMPSON BOND IS DEAD

Famous London Physician Commits Suicide by Leaping From Three-Story Window.

From Wednesday's Daily. London, June 6, via Skagway, June 12.—Maitre Labori who gained fame as advocate for Dreyfus at the latter's trial, is in London. He is being entertained by five hundred of England's most eminent jurists. No such tribute has ever before been paid in England to any Frenchman.

Dr. Bond Dead.

London, June 6, via Skagway, June 12.—Dr. Thompson Bond the celebrated physician who for years was Gladstone's medical adviser has committed suicide. He leaped from a three-story window to the pavement below, receiving injuries which resulted fatally. The cause assigned is melancholia.

PROSPECTS ON CLEAR

Claim Owners on That Creek are Preparing for Work.

That owners of property on Clear creek have no little faith in the future of that district is fully demonstrated by preparations which are now being made for work. Prospecting is now going on in several places on the creek and on one or two claims work will shortly begin on quite an extensive scale.

Pay has been located on 5 below discovery as also on No. 8. These claims belonging to Messrs. Foster Bros., Hering and McArthur will both be worked during the present summer. Roy Foster who will work No. 5 is now engaged in purchasing the necessary outfit. He will take over with him a plow, scraper and team of horses and expects to open up a mile of ditch during the present summer. He will not attempt to shovel in for the present season but will do considerable ground sluicing.

He will also construct a dam, materials for which are plentiful on the creek. The pay has been located in No. 6 to a width of 200 feet all of which has been shown to carry wages and in places will go much better. Mr. Foster is confident that the same conditions will be found to exist on No. 5 and feels quite elated over the prospects ahead of himself and his associates.

Messrs. Cameron & Nichols the owners of No. 6 are now on their ground and will also spend the summer in prosecuting development work. Other claim owners are arranging for representation work, and it may be said that among the men who secured claims on Clear creek there is a general feeling of satisfaction over the outlook.

COMING AND GOING.

The Yukon rose several inches in the last two nights.

W. M. Anderson, of 12 above on Hunker, is in town on business.

Con Short of 26 Gold Run, is spending a few days' vacation in town.

Mr. Joe Beck and Walter Noel of 11 Gold Run are spending a few days in Dawson.

C. M. Elliott, of Hunker and W. W. Tinkham of 39 above Hunker, are guests at the Yukon hotel.

The river is again rising rapidly. During three hours today an added depth of four inches was noted.

Archbishop Langevin left Whitehorse on the steamer Canadian and will probably arrive in Dawson tonight.

Mr. Ed Hering, representative of the Nugget on Dominion, Sulphur and Gold Run, is in town for a few days.

Otto Nemitz, Abe Anderson and Wm. Brothers, of No. 5 on the left Fork of Eureka creek, arrived in Dawson Monday evening.

Operation on the hot springs apparatus or filling in the barracks grounds have been suspended for a time owing to the water raising.

Training Soldiers to See.

Sir Frederick Maurice, the general officer commanding the Woolwich district, has issued the following order to the officers, non-commissioned officers, and men under his command:

"The attention of the general officer commanding is directed to cases in which men of all branches of the service have failed to use their eyes. Buckets are hanging up all around a room, and the non-commissioned officer in charge, at the moment when they are required, has never observed that they were there. A policeman is asked why he is allowing some irregularity and replies, with evident candor: 'I beg your pardon, sir, I did not see.' The variety of similar incidents that occur constantly is so great and represents a blindness so universal and alarming, that the general officer commanding feels it necessary to impress upon every officer in the garrison the fact that, by the wording of his commission and by the custom of the service, it is his duty to train men under him in whatsoever it is necessary to their efficiency in war. For this purpose they are always on duty, and have no right to omit any opportunity which may present itself for furthering his majesty's service in this way. Under the present conditions of warfare there is scarcely anything which renders a soldier so dangerous to his comrades and himself, not merely so useless but so mischievous, as an incapacity for using his eyes. He cannot do so in war if he is not habitually trained to do so in peace.

"Scarcely any incident of daily life may not be made to contribute either to blindness or to seeing. If a man were physically blind he would be discharged from the service as useless to it. A man who has two good eyes, but does not see with them, is a much more dangerous soldier than a blind man. The general officer commanding therefore requires that all commanding officers shall direct the attention of all the officers under them to this most important point. Subaltern officers in their lectures to the men will select illustrations from war showing its importance. They will find plenty in the last war, even if they are not as familiar as they ought to be with themselves with the past history of war, which is full of them. 'I did not see it' is habitually to be regarded as a confession of incapacity for soldiering, no matter how commonplace and trivial the incident to which it applies. Officers in daily routine, and when nominally off duty, will take every opportunity of insisting upon men using their eyes. Finally the general officer commanding appeals personally to every officer and non-commissioned officer in the garrison not to treat this as a formal order to be carried out in a routine fashion, but as an effort to destroy that habit of not marking which some fine day may, if they do not assist him in extricating it, involve themselves in disaster and the country in dishonor. The general officer commanding expects to find that, at all events, no soldier shall, amid our fleeting garrison, be in Woolwich a month without having been made to realize the importance which he attaches to this matter."—London Times.

BEAUTY AND LOVELINESS

Throng Decks of Palatial Steamer Susie This Afternoon.

Never was there a more lovely sight witnessed on the Yukon than this afternoon when at five minutes past 1 o'clock the gang-plank of the palatial steamer Susie was hauled in and that steamer backed into the current laden with all the women and children in Dawson, the capacity of the steamer, 275, being filled with adults, children not counting. The array of well-dressed ladies and happy children was a sight worth seeing and which three years ago was not even considered a future possibility. It is also safe to say that not since the spring of 1898 has there been so few women and children in Dawson as this afternoon.

To Capt. Hansen, manager of the Northern Navigation Co., and to the ladies of the Catholic guild are the merry excursionists indebted for the afternoon's outing. The steamer went up the river and later turned around and went down past the city with its valuable cargo, the intention being to land at old Fort Reliance where a big picnic will be enjoyed. This afternoon is an occasion when children were recherche; in fact, instances were noted where as many as four ladies were required to look after one child, but it is gratifying to know that the "little dear" will be well cared for on the trip. A few men, just enough to lend dignity to the occasion, accompanied the party.

The steamer was handsomely decorated for the occasion. Music is being furnished by the Savoy orchestra and everything is being done that can be done to make the afternoon a memorable one. The steamer expects to return about 6 o'clock this evening.

S. T. Conklin, J. L. Hubbard, Dr. Carper and R. A. Allen all well known mining men left for Teller City on the steamer Leon.

RUSSIAN ARMY AND NAVY

The Czar Can Command 4,000,000 Troops When They are Wanted.

Navy Not Extensive as Coast Line Requiring Defense is Small—How the Army is Divided.

The Russian empire, occupying as it does such a vast extent in Europe and Asia, needs for its security the greatest army now existing. The present recruiting laws permit of mobilizing, in case of war, twenty-two classes of seven hundred and fifty thousand soldiers each, or, allowing a considerable margin, at least thirteen millions. This immense army must not be considered, however, as an instructed and mobilizable cord; it may be admitted that about four million soldiers ready for the campaign could, if necessary, respond to the call of the czar. The emperor is the supreme chief of the army, and no parliamentary assembly has the right to question his acts. Usually, the minister of war acts as intermediary between the emperor and the troops, and in such capacity his authority is of the greatest. To the minister of war are attached the higher council of war, the supreme court of military justice, and the military cabinet of the emperor; the war department is divided into a chancellery and eight grand divisions; etat major general, intelligence, artillery, engineering corps, health, military schools, Cossack troops and military justice. The military territory is divided into 12 grand departments, at the head of which are the officers bearing the title of commander-in-chief; these have the command of the troops stationed in the region, those belonging to the territory and those of the various establishments. In several of the regions, in Finland, at Wilna, Warsaw, Moscow, Kieff, in the Caucasus, in Turkestan, in Siberia, and the Amour district, the commanders-in-chief are invested with a higher political authority, and take the title of governor-general. The distribution of the Russian troops by army corps is not uniformly established, as in some other countries of Europe. It may be admitted, however, that in European Russia 52 divisions of infantry, 52 groups of mounted artillery, 23 divisions of cavalry and 44 batteries of mounted artillery constitute 25 army corps, of which two are in the Caucasus region. Beyond the Ural, in Siberia, in Turkestan and the Amour region, and at present, in Manchuria, the organization is variable, and depends upon circumstances.

The corps of Russian officers is recruited in a great part from the lower military schools, of which there are seven for the infantry, those of Kazan, Odessa, St. Petersburg, Tchongouiev, Tiflis, Wilna and Irkoutsk; two for the cavalry, Elisabethgrad and Tser; two for the Cossacks, Novozerk and Orenburg. The remainder of the officers come from the body of pages of the emperor and the military schools. These latter schools are open, in principle, to young men of all classes of society, including the under-officers and private soldiers; they are located at St. Petersburg and Moscow. The preparatory instruction for these schools is obtained at 24 cadet schools and three preparatory schools. For the higher military instruction four military academies are established, the Nicolas Academy of the Etat Major, the Michel Artillery Academy, the Nicolas Engineering Academy, and the Academy of Military Law. The Russian army on a war footing is composed of five contingents of the active army, thirteen contingents of reserve and four of militia of the first class; all these troops have received the necessary instruction and have been grouped by the officers of the active army and the officers reserve. The militia of the second class has received no military instruction. The Cossack troops, which form a unique feature of the Russian army, are recruited in a special manner, and are clothed, equipped and mounted at their own expense; the state furnishes only the arms and ammunition. The effectiveness of the Cossack troops on a war footing would exceed 250,000 cavalry.

As to the Russian marine, it may be remarked that Russia has but a small coast development, and it is easy to defend by means of coasting cruisers and line of torpedoes, without counting the ice, which forms during several months an impassable barrier around the Baltic ports. The entry of the Black sea would be stopped by the fleet of modern battleships constructed on the docks of Nicolaieff and Sebastopol. For some years since, the efforts of Russia have been directed toward the extreme Orient, and the vessels which are being constructed are designed to reinforce the Pacific fleet, being thus upon the open sea; the ports of Vladivostok and Port Arthur are constantly developing, and new vessels are being constantly sent there.

The emperor is the supreme chief of the marine, but he delegates his powers to one of the members of the royal family, this being in the present case

the Grand Duke Alexia. This admiral-general, who presides over the admiralty council, has under his orders the minister of the marine. At the present time the Russian fleet has seven first class battleships, with displacements from 8500 to 11,000 tons; three coast defense cruisers, of 4000 tons; eight armored cruisers, of 6000 to 12,700 tons; three protected cruisers, of 3000 to 5000 tons. All these vessels are at least twenty years old; to them must be added those which form part of the Black sea fleet, including seven battleships of 9000 to 12,500 tons and one cruiser of 3000 tons. Besides a fleet of twenty destroyers, etc.; and seventy-five torpedo boats is distributed between the northern and southern coasts and those of eastern Siberia. The personnel for these different vessels is made up of sailors coming from the recruitment, who remain seven years in service. These men are in general embarked upon the same vessels; they are sent to special naval schools where they complete their instruction. The under-officers come from the ranks and cannot become officers; they do not form a very compact body, and generally prefer to leave the service at the end of the seven years. The number of under-officers and marines is about 41,000. The officers must belong to the nobility or be the sons of officers of the marine; they come from two sources, those who pass the cadet school of the marine and those who engage as volunteers and after eighteen months of embarkment pass a satisfactory examination. The cadet school of St. Petersburg is established on land and has besides numerous vessels for practical exercises; the course lasts six years, after which the cadets become midshipmen. As to the officers of the marine, these include 55 rear-admirals, 92 captains of the first class, 212 of the second class, 742 lieutenants, and 366 midshipmen. A number of special naval schools enable these to complete their instruction; some of these are of a theoretical nature, as the Nicolas Academy, devoted to astronomy, naval architecture, etc., and others practical, as the schools of marine artillery, diving, torpedoes, etc.

Russia has but one arsenal on the Baltic, that of Cronstadt. Another is being constructed at Liban, not far from the German frontier; it is called Port Alexander II, and the work has been going on since 1891. On the Black sea are those of Nicolaieff and Sebastopol, the former of these is in the interior, on the Bug river; in the extreme Orient are Vladivostok and Port Arthur. In the Gulf of Finland are the secondary posts of Revel and Sveaborg. Besides these a certain number of state and private docks and establishments aid in the construction of the fleet; the principal of these are situated on the Neva, near St. Petersburg, and at Nicolaieff. As to the volunteer transport fleet of the Black sea, its origin goes back to the Russo-Turkish war of 1877. At this period, the government lacked transport boats, and some wealthy individuals associated together in order to purchase the necessary vessels in Germany; these, however, arrived too late to be of service on this occasion, but the institution of the volunteer fleet was kept up, and the vessels already bought were added to. At the present time they serve to transport the necessary troops and military supplies to Siberia; on the return voyage they bring back a load of freight, including tea. Besides 12 rapid transport vessels of 12,000 tons and a speed of 20 knots, this fleet possesses a number of slower vessels.

THEY GOT FRESH AIR.

The Door Remained Open After a Very Foreboding Argument.

An old story is told of Joseph Robidoux, the founder of St. Joseph, that had its origin in Holt county in the early settlement of that section. The trader who started the city was returning to St. Joseph with a number of red men, and they stopped with an acquaintance of Robidoux's close to the house, and Robidoux went in to remain overnight as the guest of his friend.

The settler closed the front door after they had retired, and Robidoux, who was used to sleeping in the open air, went softly to it and opened it. The owner of the house waited until Robidoux was in bed again, and the settler closed it. That was repeated a dozen times. "The next time that door is closed there will be trouble," said the man who had founded St. Joseph. He resumed his couch with that.

The owner of the house closed the door, and Robidoux met him as he was returning to his bed. They clinched and fought by the light of the moon that came in through the window. It was a hard fight and lasted a long time, but at last Robidoux had the settler on his back and sat astride of him. He tangled his hands in his hair and bumped his head against the paneled floor. "Open or shut?" he asked. The settler struggled, but did not say a word. His head was bumped many times, and the question was repeated. Finally the settler was exhausted. His head was bumped again, and Robidoux asked, "Open or shut?"

"Open," answered the settler, and they went to bed with the door standing wide open, admitting the fresh air.—Kansas City Journal.

Mr. B. Jones of the Forks, Mr. and Mrs. Harry Ash, Mrs. Bates, Capt. Donovan and wife of Salt Lake City, and Mr. Mike Donovan of Dominion were registered at the Regina yesterday.

IN THE DAWSON PLAYHOUSES

What is to be Seen and Heard at the Theatres.

Comedy Holds the Boards at the Standard—Orpheum Puts on a Good Show to Big Business.

From Wednesday's Daily. The Standard Theater Company is making a great hit in producing Robson and Crane's three-act comedy, "Forbidden Fruit." The play is the story of two men, Cato Dove and Sergeant Buster, who make arrangements to go out for a time and make a night of it. It is necessary for them to elude the vigilance of their wives and various excuses are made. In getting away from their wives and preparing for their good time they have to go through a series of adventures which are exceedingly comical and keep the audience in a continuous roar of laughter.

C. W. Bohman as Mr. Cato Dove and Wm. Mullen as Mr. Sergeant Buster make a good team and keep the fun going at a lively pace. Julia Walcott takes the part of Mrs. Cato Dove and Lucy Lovell that of Mrs. Arabella Buster; both parts are good and give an excellent opportunity for the players to display their ability. Vivian as Zulu the circus performer with whom Dove and Buster have arranged the good time, takes her part in her usual proper manner and receives the hearty commendation of the audience for her work.

Alf T. Layne takes the part of Capt. Derringer, a brother of Mrs. Dove, who has just returned from India and complicates the play by being caught in the company of his sister in a restaurant by her husband whom he has never met and before the introduction is completed there is a general mix-up. The balance of the cast is made up of Robert Lawrence as Podd, servant to Cato, Swellhead head waiter in the restaurant, Geo. Troxwell; Victor, a waiter, Harry O'Brien; railway porter, Fred C. Lewis; conductor, Pat Dundon; and Miss Julia Perkins, Daisy D'Avara.

The plot commences in Mr. Dove's chambers in the Temple, is continued in the refreshment room of the railroad station and is concluded at the Cremona Gardens hotel, where everything is finally straitened out and the scene closes with a grand finale, "Charge it to Buster."

The Orpheum theater is giving its patrons another big show this week. The performance opens with a local version of the great Eastern success entitled "Sidedracked," which is a very clever production.

The following players of the Orpheum Stock Company carry the piece through to a successful finale: Dick Mauretts, Wm. Onslow, Jack Heerde, Jas. Duncan, Frank Gardner, Harry Bryant, Jennie Guichard and May Stanley.

The olio this week does not include as many numbers as it has previously, but what it lacks in numbers is made up in quality and the entertainment altogether is one of the best the Orpheum has yet produced.

Madam Lloyd still retains her popularity as a singer and heads the program. Hearde and Montrose follow in a clever sketch. Jennie Guichard, Dolie Mitchell and Larry Bryant and Billy Onslow in one of their original knockabouts are followed by Madge Melville, the coon songstress, who complete the olio.

The entertainment closes with a farce comedy entitled "Running Wild" which name is characteristic of the piece and speaks for itself. With the arrival of the boats which are now on the way, the Orpheum is expecting many new attractions which will make this house more popular than ever.

HIGH JINKS AT SAVOY.

Messrs. O'Brien & Jackson Will Be Given a Swell Send-Off.

O'Brien & Jackson, the popular theatrical men of this city have given up the Savoy and will shortly leave for the outside. It is their intention, to open a house in Seattle where with their other two houses—one in Victoria and the other in Vancouver, they will have a circuit on the Sound which should prove of great value to them. Both gentlemen have made a host of friends while in this city, not only among the theater-going public but among theatrical people. On next Friday night a high-jinks will be given in their honor at the Savoy theater on which occasion a splendid program will be rendered. The project is given as a testimony of the high regard the gentlemen are held in by the profession. The following clever skit was presented last night to the former proprietors of the Savoy in the form of an announcement of the coming leave taking

and was signed by the names appearing below. William Jackson, Steve O'Brien, patrons of the arts, leaders in jollities and all-round good fellows, listen: We are going to do a turn on next Friday night that will make you dizzy. We are going to have high-jinks and we want you with us.

"We have much to thank you for. You were always 'Johnny on the spot' when we demanded our mazzina and the ghost always appeared at call when we lined up on salary night. Now we understand you are going away, leaving us with the lights out and Arizona Charlie sitting on the curtain.

Just to show you that we appreciate the many kindnesses extended to us in times gone by, we extend to you an invitation to join us in our jollification. Be our guest this time. After the show we will have something more to say.

In meeting assembled the undersigned resolved that— First—You were all right; Second—The same, and carried that resolution on until we got tired of counting.

We are slaves who loved their masters: James Post & May Ashley, DeLacey and Marion, Walter Parkes, James Townsend, Freddie Breen, Irene Wilson, Claire Wilson, Bryant & Onslow, Madam Lloyd, John Heerde, Edith Montrose, Nat Darling, Billy Mullen, Troxwell & Evans, Walthers and Forest, C. Meadows.

WHITEHORSE COPPER MINES

Manager Hawkins Thinks Will be Greatest in World.

The coal from the Whitehorse mines is the best that has been produced in the north. It is as good if not better than that now being used on the White Pass & Yukon Route.

Mr. Herman, of New York, the mining investor who was here last fall, is to establish a \$5,000 ore reduction works in Whitehorse. He will be here about the middle of June to put the construction of the industry under way.

A couple of companies are coming to Whitehorse to bond copper properties and to put diamond drills to work on them. The representative of these companies will be here about June 3.

A large exploration company will operate in this district this summer with a view to determining its value as a copper region.

Experiments will be made on the treatment of ore. These important announcements are made on the authority of General Manager Hawkins of the White Pass & Yukon Railway, who was in town on Tuesday and Wednesday of this week.

Mr. Hawkins was interviewed by the Tribune. He had much to say in a general way about the present and future of Whitehorse, but the above statements were made in a direct way.

"I believe this is destined to be one of the greatest mining camps of the world," said Mr. Hawkins, "but of course it will take time to make it so. It always does in a copper camp.

"The attention of capital has been arrested and it now remains to be seen what the claim owners are willing to do with the capitalist. The claim owners will have to be reasonable if they want to secure anything in the near future. They will have opportunities to bond their properties and receive their reward in time, if the value is proven, but the value must be proven before the capitalist will put up cash."

The railway company will be found ready to make many concessions in the interest of mining development and will encourage the establishment of industries at Whitehorse for the treatment of ore.

Referring to the coal discoveries, Mr. Hawkins said that all the coal mine owners would be given a chance and their coal would be tried in the furnaces of the new river steamers.

The right of way on the east side of front street is to be cleared and new side tracks put down at an early date.

"There will be much more traffic both passenger and freight this season than there was last," continued Mr. Hawkins. "Beyond the natural increase in the Yukon the company expects to handle considerable freight that has heretofore gone by the way of St. Michael. We have secured the United States government contract for several thousand tons of freight to be taken to points along the Yukon in northern Alaska." Mr. Hawkins said he knew nothing of the report that the White Pass & Yukon was to be taken over by the Canadian Pacific railway, Alaska.

Clarence Berry and T. Hammill were passengers on the steamer Leon for Teller City.