

BOTH SIDES BOXER QUESTION

Organization Numbers Over 11,000,000 Members.

American Minister Conger Writes Some Interesting Chinese Information—German Cruelty.

[From Monday's Daily.]

Eleven millions of men are said to belong to the great Chinese society of Boxers, against which Uncle Sam, in connection with the great European powers, has directed armed force. This estimate was made by a Chinaman a year ago in conversation with an American who was then in China. The society of Boxers, which now stands for lawlessness, robbery and murder, was once respectable. It is a good influence gone wrong. Originally it was organized as a protest and a means of defense against the hardships with which the province of Shantung was infested. It was, in fact, a law and order league.

At that time the life and property of no honest man were safe. The bandits were not wild ruffians, such as those of Italy or the American west, but on the contrary seemed to be men of peace. By day they toiled as shoemakers, carpenters, farmers and what not, but at night they repaired to their strongholds in the mountains and from them made descents upon villages in which any man was reported to possess a store of money worth the having.

It was such attacks as this, repeated over and over again in villages throughout the province, that resulted in the organization of the Boxers. But they were not called Boxers then. Their name was Ta Tao Hwei, which means "The Society of the Great Sword." More recent is the name Universal Society of Boxers, but the change signifies little. In fact, change of name among secret societies is frequent. One name is kept until an edict of suppression is issued against it, and then a new name is adopted, and the society goes on as if nothing had happened.

The present outbreak, which has smoldered for months only to start again with redoubled fury, was raised in 1890. The missions had enjoyed peace for some time and regarded the future as full of hope, but on May 10, 1891, two nuns, who were going home from a visit to some sick people, were maltreated by a mob, who charged them with bewitching children. The mission houses were plundered, and this was the signal for the renewal of the disturbances all through China. These became worse and worse, exciting more and more resentment in Europe until, at last, some German priests were murdered and the mission looted at Shantung. This was followed by the seizure by the Germans of the port of Tsin Tzu.

The Shantung Chinese connected these two events and swore vengeance on the Germans, and incidentally upon all foreigners and Christians. It was at this time that the Great Sword society began to make itself obnoxious.

They had previously been proscribed by the government for local reasons and temporarily suppressed, but now they became bolder than ever and inaugurated a reign of terror throughout Shantung. Native Christians were robbed, beaten and murdered, and their houses destroyed. Many of them were forced to recant and some of the chapels were looted, but no missionaries were killed. So bold was the action of the society, and so flagrant their outrages that Yu Hsien, the governor of Shantung, was ordered to proceed against them. As has been said, he is in secret league with them and refuses to protect Christians or Confucians who refuse to yield to their tyrannical demands. He is not so far from the coast as to be beyond reach, however, and a combined force of British and American marines may teach him a lesson within the week.

United States Minister Conger, at Peking, reports that it has been apparent for a long time that the Boxers were tolerated, if they were not encouraged, at Peking and by local mandarins, who can generally read with accuracy the sentiments of their superiors. There is no doubt that the empress dowager and her advisers shared the resentment of the common people against the foreign invaders of their country, and while the officials have pretended to be doing everything in their power to suppress the outbreaks, they have allowed them to go on until evidently they have got beyond their control.

I realize, says Mr. Conger, that it is very unpopular position, but nevertheless there are two sides to the story of the Boxers in China. You will notice by the dispatches that there are railroad riots in the Shantung province, that

the Belgian and German railway engineers have been assaulted and are afraid of assassination and that work has been suspended on certain portions of the line now under construction. I have alluded to this matter before, and while no one can justify assassination or approve the cowardly methods which the Boxers have adopted to revenge themselves upon the "foreign devils" that have invaded their country, they can at least plead extraordinary provocation, for the Germans and the Belgians who are constructing railroads in the Shantung province have treated the natives in a most abominable manner and have provoked the riots of which they now complain. That portion of China is one of the most densely populated sections of the earth, and the people have a desperate struggle for existence. Every inch of ground is cultivated; every straw and every sprig of vegetation is utilized in some way for the support of life. The country is divided into little farms, which are cultivated almost with a microscope, one might say, because it is necessary for the subsistence of some family, and the dead are buried in the gravel hills, where nothing can grow.

Through this country and under these conditions railways are being constructed by German and Belgian engineers who show a most brutal indifference to the rights and the property of the people. They run their lines across the farms; they tear down houses, burn villages, destroy crops, seize supplies, impress labor and treat the people in a most cruel and arbitrary manner. If the same things should occur in the United States or in Europe or in any other part of the world, they would be attended by the same results. The Boxers were organized to resist and avenge these outrages, and they use the only means within their power to punish their oppressors. A Chinaman never gets any sympathy either in America or elsewhere, and the consciousness of that fact compels him to carry on his operations with as great secrecy as possible. If the German and Belgian railroad people would treat the poor coolie farmers of the Shantung province in a just and honorable manner and give them fair compensation for the property they have taken or destroyed, there would be no need of sending fleets to the Chinese waters or demanding indemnity at the tsung-li-yamen.

Ed Bartlett and the Sheriff.

Saturday evening, W. M. Heron, of the A. C. Co., decided that in the matter of the collection of doubtful accounts, when the river is open and steamers' whistles are constantly sounding in a way to lure people down stream, it is well not to take too many chances. Acting on this decision he procured a capias warrant, and an order for the arrest of E. Bartlett, and Sheriff Bilbeck repaired, armed with these documents, to the wharf where the Cudahy was waiting in readiness to sail. He served his warrant, and Mr. Bartlett, remembering the small balance, handed over \$367.90 to balance his account with the A. C. Co.

About this time some one from the meat emporium of Burns & McDougall went down to see the steamer start, and the sight of Mr. Bartlett on the deck of the Cudahy put him in mind of the unequal figures on the ledger pages of his office. Away he rushed to procure the efficient capias, but by the time the order for arrest had been signed and an officer sent to the wharf, the Cudahy was fading into the blue distance of the beyond, and the account remains unbalanced.

"For emergencies like this," said the overworked sheriff, as he mopped the dew of violence from his brow, "this department stands in much need of a swift launch. If we had had one here this summer several times the cost of it might easily have been saved." The sheriff is not the only one who believes in the need of such a vessel; many business men would be glad to second a motion that the government buy one.

River News.

The steamer Canadian and S. S. Bailey, of the C. D. Co., arrived yesterday afternoon, both loaded with freight. The Bailey brought 18 sacks of mail.

The Canadian is billed to leave this afternoon to be followed by the Bailey tonight at 10 o'clock. The steamer Victorian is the next boat due to tie up at the C. D. Co.'s wharf.

The Sybil is still undergoing repairs and will not be ready to sail until Tuesday or Wednesday.

The steamer Nora of the Klondike Corporation arrived yesterday with but ten tons of freight, a large proportion of which was consigned to Lancaster & Calderhead. Among the shipment were eight teams of the finest horses ever brought into the country. They are the pick of the Red line horses and were purchased by Mr. Lancaster, who is now at Whitehorse. The Nora sails tonight on her return trip.

PROSPECTIVE CANDIDATES.

Men Who Are Willing to Sacrifice Personal Interests

And Offer Themselves on the Political Altar to Benefit a Dear People and Suffering Country.

Although the campaign machinery has not yet been set in motion, it is generally understood that an election will be called in the very near future for the purpose of choosing two additional members to the board of the Yukon council. One of these new members, possibly both, will be chosen from among the resident British subjects of Dawson.

Present indications are that the office will not be required to stalk abroad in the case of the man as was the case when Cincinnatus was called away from his plow where he left his oxen to stand in the furrow for 12 years, while he went to manage the affairs of Rome. On the other hand, it looks in this case as though the man is seeking the office. If there is a British subject in town who is not "in the hands of his friends" his name has not yet been reported.

The Moses who considers himself called to stand on the bridge of the local ship of state and direct her course to the borders of Prosperity is to be seen on every corner in the city. He is willing to sacrifice his personal interests and heed the cries of the suffering people: "Save us from the slough of despair into which our ship of state has been piloted and half scuttled by a piratical crew."

The only pity is that there are not 15 or 20 seats to fill on the board instead of only two, for every seat could be filled with "just the man for the position," and still leave an ample number on the outside to drop suggestive remarks about dishonesty on the part of the board.

The last few days have served to conclusively prove that Dawson is very long on just such ability as is needed in the council, as many candidates are in full bloom and others are coming to the surface like weeds in a neglected garden.

Here are a few, all of them well-known and respected loyal sons of Britain, who are willing to offer themselves a sacrifice on the altar of political preferment, each man thinking that he has been called as the Cincinnatus of the Yukon to guide Israel out of the wilderness of graft and other prevalent abominations:

Thos. McMullen would make a good councilman for the reason that no offensive measure would pass him unopposed.

John E. McAlpine would do his best to protect the mining interests of the district.

C. M. Woodworth would also favor just mining laws; in fact, he would favor an entire revision of the statutes. Alex McDonald would thoroughly fill a seat in the council as he weighs upwards of 250 pounds.

Colonel Donald McGregor would not do anything hastily; besides, he would make an excellent chairman.

Joseph Clark would make a most active member unless chloroformed by order of the chair.

E. M. Sullivan would add great weight to the body.

Attorney Auguste Noel would save his country by moving amendments.

Barney Sugrue would be entitled to the position of "speaker of the house," which position would probably come to him unsolicited.

Capt. Starnes at first might possibly forget himself and think he was conducting a coroner's inquest, but he would gradually become accustomed to the funeral air of the council room.

Dr. Catto would make a bright and shining mover of resolutions and should be given a seat near the secretary's desk.

Joseph Binet's candidacy is young but growing. He will carry the entire strength of the Madden House.

Attorney Clark is needed on the board which, in turn, needs a legal adviser.

J. B. Pattullo's legal knowledge would also be something of an innovation in the body.

"Doc" Richardson, if chosen on the board, might be a regular attendant at all meetings.

Dr. Willis would not betray any confidence reposed in him if elected.

In the above list only one candidate here and there is mentioned. A full list published would look like the "hotel arrivals" in a Chicago paper. Candidates whose names do not appear above can secure mention by calling and submitting their pedigrees for inspection. Examination private.

Alaska, the Wonderland.

The last news from Alaska is that immensely rich and extensive gold quartz

veins have been discovered in the southeastern portion of the territory. Every year brings some new surprise from that region. At first the nation laughed at the purchase and was only reconciled by the understanding that the money paid was really intended as compensation to Russia for sending her Atlantic fleet to New York and her Pacific fleet to San Francisco when, in the civil war, the attitude of both England and France was most threatening to our country. It was understood that the admirals of both fleets had orders to report to the American secretary of the navy in case any demonstration was made against the United States by either France or England, and the people were well content to pay the purchase price of Alaska, even if it was a region dedicated to eternal frost and snow.

But it was soon discovered that with the purchase was included a great seal herd, and it is true that the money paid the government as royalty for the monopoly of seal hunting was equal to all that the government had paid for the country. Then it was discovered that the fisheries off the coast of Alaska were more valuable than those on the Grand banks, and then the fact was made clear that by the purchase a fishing grounds had been secured which would be a source of revenue and a training ground for American sailors for all time to come. A little later the Tre dwell mine was found, which has now been a steady producer for a quarter of a century. The timber was the next find, or rather, it next began to attract attention. Last year Cape Nome began to be spoken of as a possible gold producer, and now 75,000 anxious people are impatiently waiting for the opportunity to go there. If now a great quartz field has been discovered and is awaiting exploration, it will not be strange. Indeed, people have been expecting it so long that the news that it has been found strikes upon the miner as something which was to be, as a matter of course. And the country has not been half explored. Alaska is becoming a very rare jewel in the crown of the United States.

PERSONALITIES.

A portrait of the late Cornelius Van derbilt is to be hung beside that of his son in Vanderbilt hall at Yale.

Jules Verne does not care for notoriety, and in order to evade lion hunters he has made his home at Amiens in stead of at Paris.

James Sullivan Phillips, who died recently at Vevay, Ind., was the original of James Phillips in Eggleston's "Hoosier Schoolmaster."

Burglars entered the home of Prof. A. W. Skinner of one of the Oneida (N. Y.) high schools and left his watch and money, but stole his wooden leg.

Admiral Sampson is much annoyed by requests for autographs. Though these are not so numerous as they were just after the war, they still average some 50 a week.

For the seventh time Mr. Dolliver has been nominated for congress by the Tenth Iowa district Republicans. Six of these nominations were by acclamation, a record seldom equaled.

William Claflin, who recently celebrated his 82d birthday, while governor of Massachusetts affixed his signature to the charters of Wellesley college and Boston university.

The death is announced in Paris of M. Grimaux, the eminent scientist who was dismissed from his post as professor at the Polytechnic school for having taken part in the movement to obtain a new trial for Dreyfus. M. Grimaux was 65 years of age.

Prof. Albert A. Michelson of the University of Chicago is one of the few scientists who are sailors as well. The latter quality has won him the place of commander in the Illinois naval militia and the former membership to the Royal Institution of Great Britain.

Gen. Louis Botha, the Boer commander-in-chief, is married to a lady of an Irish family named Emmet. Mr. Botha is said to be related to Thomas Addis Emmet, the United Irish leader of 1798, and Robert Emmet, his brother, who was convicted and executed for high treason in Dublin in 1803.

A heavy burden of poetic ancestors weighs on the little son just born to the Hon. Neville Lytton, heir presumptive to the earldom of Lytton. Through his father he is grandson of Owen Meredith and great-grandson of Bulwer Lytton and through his mother great-grandson of Lord Byron and grandson of Mr. Wilfrid Blunt.

What T'EH?

One does not like to hear profanity—even from lips that have been touched with a live coal from the altar, but the American people would say amen if our Christian missionaries, withdrawing themselves from the Orient, would solemnly tell all the heathens of Asia to go to hell.—Ambrose Bierce in San Francisco Examiner.

Regarding Profanity.

Rev. Wright delivered an excellent sermon at the Presbyterian church last night on the prevalent sin of profanity which, aside from its wickedness, he very properly denounced as a wholly senseless, useless and very ungentlemanly practice—one for which there is no possible excuse.

STEAMER RATES WILL BE CUT

Says Manager Potts of the Klondike Corporation.

Not Getting Freight From W. P. R. R. He Will Retaliate and Cut Rates for Passengers.

Macdonal Potts, general manager of the Klondike Corporation, Ltd., which company operates the Flora, Ora and Nora steamers, is an arrival in Dawson on the steamer Nora. His mission to Dawson is one that will make things lively in steamboating, and will, without doubt, be of greatest interest to the general public. He says he is here to make things warm for the C. D. Co., as well as with those companies which have allied themselves with it. He claims it is an utter impossibility for freight to be handled after three more weeks by the big boats, consequently an immense tonnage will be tied up at Whitehorse this fall. The C. D. Co. will not release any freight for his company to haul and his boats are coming down the river without a pound of this congested freight, while tons of merchandise is lying at Whitehorse with no possibility of its being carried.

In retaliation Mr. Potts says he will do the passenger business on the upper river and will get the people at an cost. Rates will be cut below that offered by opposing lines and every cut made by the C. D. Co. will be met with a lower slash by the Klondike Corporation. The situation was stated as follows by Mr. Potts today:

"Freight is being shipped from Vancouver in such quantities that space cannot be obtained for tons of merchandise on the boats leaving that port. One thousand eight hundred tons lands at Skagway every week and an unloaded car cannot be obtained leaving there for the interior. At Whitehorse there are 20 steamer loads awaiting shipment and the big boats cannot make more than two more roundtrips this season."

"In conjunction with the C. D. Co.'s boats the Eldorado and Bonanza King, of the Flyer Line, the Lightning, Tyrrell and Light, of the W. H. & D. line, the Gold Star and Florence S., are working; the C. D. Co. practically operating the boats and thereby controlling the traffic of the river."

"We are the only independent line on the river today, and for that reason we have been refused freight, while scows are given freight by that company at two cents a pound, the shippers being compelled to stand this unexpected risk while steamers which have operated with the greatest success are barred from carrying the goods which are so eagerly looked for here."

"Now we propose to get business and we will pay all charges on freight at Whitehorse and take up bills of lading and carry the goods through to Dawson 48 hours after the release is made by the White Pass railroad."

"We were told by the C. D. people the best thing we could do was to tie up our boats and set fire to them as not one pound of freight would be given us this season. We are still running, however, and not only that but more boats have been ordered by our company and in a few days I will receive the plans for three more light draught steamers, which will draw but 16 inches of water and be the finest fitted up boats on the Yukon. They will excel the Iskut and Nehalem which were built for the Stikine river trade and we will run from Dawson to Whitehorse in three days."

"We can operate our boats at a profit by carrying passengers without a pound of freight, if we have to, and we intend, as I said before, to get the passengers. In future you will see 90 per cent of the freight coming into this country billed to Whitehorse; that gives the shipper a chance to get his goods through, as he can complete their shipment to Dawson by any line he may see fit to use."

"The war is on and we are out for the business," Manager Potts added as he disappeared into the office of Agent Casidehead.

Are Still Going.

The late discouraging Nome news seems to have in no way impeded the tide of travel that way, as when the Cudahy sailed Saturday evening she carried passengers who, notwithstanding the fact of their having first-class tickets, could not be provided with staterooms until those bound for Forty-mile had vacated their rooms. A number who left asserted that if Nome is as reported they will continue on to the Sound and leave the northland for ever.

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