

ALL EYES ON ATLIN

Passengers on the Cottage City Proceed Another Northern Rush Next Spring.

Some Gossip From the Gateway Cities and an Incidental Reference to Salmon.

There was considerable uncertainty yesterday regarding the Cottage City. It was reported she had arrived early in the morning and proceeded to the Sound, but enquiry was made and the knowledge that she had not reached there. It was known that she left Juneau shortly after the City of Seattle and no explanation of the delay was obtainable. All doubts were dispelled, however, by her arrival at the outer wharf shortly after 10 o'clock this evening and the explanation was a very simple one, the boat having called at the cannery in Yes bay for a cargo of salmon. This caused a stop of twenty-four hours.

The Cottage City had a very large passenger list, mostly people from the coast cities coming west for the winter. There were also a few from the interior, three or four from Dawson and about a dozen from the newer gold fields at Atlin Lake. The latest arrivals from the Klondike city left there on September 12 and therefore brought no news. Two of them had goodly amounts of gold, one being reported to have secured the proceeds of a sale of a claim on Sulphur creek, and Ole Oleson, who has recently made a transfer of an Eldorado claim for \$20,000.

One of the passengers who left Dawson early in the summer and joined in the rush to Atlin was enthusiastic in his account of the richness of the mines there and in his belief that next summer there will be a rush into that district greater even than that to the Klondike last year. He says Birch creek is proving far better than was ever anticipated and displayed a nugget valued at \$26 taken from the mine and in question is the owner of a bench and creek claim on Birch, which cost him the modest sum of \$25 owing to the lack of confidence in the district of origin of the location. The present owner says his investment is distinctly all right, for adjoining claims have been sold at \$2,000 each, and he has been able to obtain a few tens of thousands next spring. He says the district around Atlin is an ideal country for prospecting, a rolling country, with the timber of the interior and affording room for thousands of prospectors.

Other men from Atlin were equally enthusiastic, and their advice amounted up amounts to a strong recommendation to the people of British Columbia to awaken to a realization of the big thing that has been found in the gateway territory. They say the advantages of the Atlin district compared with the Klondike are great and innumerable. In the first place the winter season is less trying and severe. The ground never freezes more than a foot or two below the surface, and there is no need therefore for burning operations. There is an abundance of water for mining operations, plenty of timber for all purposes, and considering quantity of diggings taken out of what are really only the surface scratches there is every reason to believe the diggings will prove fully as rich as anything in the Klondike. Stanley of Skagway, one of the most earnest believers in Atlin's great destiny, and in company with several others of the gateway territory, has been invited to spend some time in attracting the attention of the people of Seattle and San Francisco to the new fields, although the immediate object of his visit is the purchase of fire-fighting apparatus.

A resident of Juneau, L. Brunner, gave a Times reporter some interesting information regarding the available routes to the Atlin district. The Juneau chamber of commerce have an expedition party out and they have reported favorably, as will be seen by the report of those who read the full text of the report published in the Times of the 12th inst. But the general opinion, even in Juneau, is that the building of the Skagway railway has forever settled the question of transportation to Atlin, as to other interior points, and that to that route the crowds will flock next year. The Skagwayans are consequently elated with the prospects of a large and permanent "six grown" in the gateway. As to the statement made in the Seattle Times and referred to in last evening's issue to the effect that Captain Rans had been given a satisfactory man, called Major McKinnon, the passengers on the Cottage City said it was certainly news to them. They say that Captain Rans has given every satisfaction and no complaint of any kind has been made regarding his administration of affairs. It would be interesting to learn upon what information the Seattle Times made the announcement mentioned.

From Dawson comes by the Cottage City full confirmation of the report that Commissioner Ogilvie had stated that until positive proof of wrong-doing on the part of Gold Commissioner Pavone he will not entertain any suggestion of suspending that official. Mr. Ogilvie has publicly announced that if anyone will furnish definite charges and identify the same, he will be glad to take them up. Superintendent Duncan, of the Treadwell mine, was a passenger on the Cottage City. Seen by a Times man he had nothing to report, being rather more interested in the news of the world in general. Mr. Duncan confirms the opinion that the district is all right, his judgment being founded upon what he has learned of the country from men who readily he knows to be beyond suspicion of question. The Treadwell mine is a very rich one, and the party who left on the 12th express the opinion that nothing more will be heard of the accusations and that nothing could be found to back them up.

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The shipment of salmon from Yes bay was the subject upon which another gentleman had most to say. Interested in anything, which promises to prove a profitable investment, Mr. Haskins, of San Francisco expressed an interest in that in Prince William Sound the San Francisco people who operate the Boston cannery have a good thing. The salmon were exceedingly plentiful and very few more being caught than could be handled. Traps are employed and the supply was simply enormous. This, so contrary to the experience of canneries in more southern latitudes, the Fraser and Columbia, gave the Yes bay cannery a golden opportunity, but beyond the quantity of the salmon they were unable to go. There is a certainty, however, that next year the number of canneries will be increased. Yes bay, which is an arm running out of Prince William

Sound, is described as an ideal harbor. Among the passengers were many excursionists returning from a holiday trip to the Alaskan lights. They said that they had a good time, but the season is getting too far advanced for comfort, the cold weather making the seclusion of the saloon very desirable. Another passenger from Juneau said the Dalton Express company has ceased operations for the season and will try the experiment of wintering 140 head horses on Hochi. Indians say the snow on the Yukon falls to a depth of twelve to fourteen inches in winter, and that stock can secure abundant food. They say that the report of the murder of Isaac Martin is without foundation. Martin had a cargo of furs on a boat for Dalton at Alasca, and was robbed out of \$900, and while in company with the mounted police, he dropped behind and was never seen afterwards. He had been drinking quite heavily, and on several occasions had threatened suicide, and it is thought he carried out his threat. Other robberies reported on the Dalton trail are not credited by the Canadian police, who say the stories of the men do not agree, and both refused to remain in witness against the accused. During the season, 8,500 head of cattle and 180 sheep had been delivered on the Dalton trail, most of which will be butchered at Lewis river and taken to Dawson on the ice.

Indians on Clifton river are creating some trouble. In July several men were drowned at Salmon. Indians robbed bodies of watches and other valuables and refused to give up the effects to the Canadian police without being paid a royalty, and when the police attempted to use force the Indians crossed the line to American territory and threatened to shoot the police if they came into United States domain. Among the very few passengers who departed here was Mr. Edward D. Self of the Dalton Express company, who returned from his season's work in the vast field in which the company is conducting operations. Mr. Self has nothing to say of publication, his report being merely one of business interest to the directors of the corporation. The work undertaken by the company is being pushed on with all possible dispatch and the outlook is sufficiently encouraging.

NEW C. P. R. STEAMER. A First-Class Vessel Under Construction at the Nelson Ship Yards. A Miner reporter yesterday afternoon visited the Nelson shipyard, where the new first-class steamer "C. P. R." is being constructed. The vessel was originally intended for the Stikine river trade, but when the Klondike boom broke it was decided to alter the plans and machinery and plates from Vancouver to Nelson and build a steamer for the passenger traffic between Gooch river and the Klondike. The vessel is 100 feet long, 30 feet beam and five feet hold. It is what is known as a composite boat, with the hull of iron and steel plates, 5-16 inch thick, above water. The machinery is of the most modern type, the engines having 16 inch cylinders and stroke of 72 inches. The steam pressure is 175 pounds, and a speed of 15 knots per hour is expected to be attained. It is fitted with steam cylinders and a complete system of electric light.

The smoking room is 45 feet long; the dining room, 27 1/2 and the ladies' cabin, 40 feet. There are six staterooms, which are being fitted up in first-class style. The bar is situated on the port side forward of the main cabin. On the starboard side are the purser's office and room and the steward's room. On the upper deck are two rooms for the officers and a large room for the waiters. The work of construction is being carried on under the supervision of James M. Bulker, foreman, and the vessel is expected to be in the water in about six weeks and be ready for service in six weeks.

Fifty-five men are at present employed and the work is being pushed ahead as rapidly as possible. The fittings of the vessel are first-class in every particular and no pains are being spared to provide for the comfort and convenience of the travelling public.—Nelson Miner.

SCHOOL OF MINES. Probabilities Are That One Will Be Established in Rossland.

A. J. McMillan returned yesterday from a visit to Vancouver and Victoria, in connection with the proposed establishment of a number of Rossland men. Mr. McMillan, when at the coast, saw several members of the public interested in the proposed school of mines which it is proposed to establish in Rossland. The school is the project of the Miners' Union, presented to the government a resolution passed by that body strongly supporting the scheme. Messrs. Brown, Cotton and Attorney-General Martin, three members of the government who were interviewed, seemed disposed to consider the matter favorably, but they pointed out that until the session of the local legislature there is no government grant from which financial aid can be obtained.

James M. Martin, M.P., has been urging this matter upon the government and has also asked that the wagon road to the mine should be completed. This, it is understood, will be finished at once. Mr. McMillan had a long interview with Attorney-General Martin regarding the unsatisfactory condition of the titles to land in and about Rossland, and the Attorney-General promised that on his return from Quebec he would go fully into the whole question of the Corbin land grants and titles to land affected thereby.

Yokohama, Sept. 30.—A telegram from Seoul, capital of Corea, reports that the Korean government has accepted the Chinese refugee, Kang-Yu-Wei, the Canton reformer who recently escaped from Peking, and had been in London. London, Sept. 30.—The Vienna correspondent of the Daily Telegraph, referring to the Austrian situation, says that Count Von Thun-Hohenstein, premier of Austria, wanted the opposition to obstruct the Ausgleich bills so as to enable him to immediately propose and pass the Ausgleich bill by ordinance.

LIBEBG'S ASTHMA CURE Not only gives immediate relief, but cures. Do not despair because other remedies have failed you. It costs you nothing to try Liebig's Asthma Cure. A sample bottle will be sent free by mail to any person afflicted, who will send their name and address to the Liebig Co., Toronto. Liebig's Asthma Cure cures Asthma, Hay Asthma, or Hay Fever. If the reader is not a sufferer, but has a friend who is, send friend's name and address, and the free sample will be sent. Don't delay, when writing say you saw this free offer in the Times.

A LITTLE CHINA WAR

A Secret Society Attempts to Levy a Tax on Gambling Houses and War Results.

Victoria's Chinese Quarter Now Engaged in an Inter-Pac- tion Strife.

Yesterday was a holiday in the cluster of shacks yelet Chinatown, and the picturesque though malodorous lanes were in holiday array. The every-day character of the district was replaced by the gaily yellow and green sikeu togery, and all the denizens of the Chinese quarter were at peace with each other. The day was a festival, and the great Chinese holiday, second only to the New Year's celebration, when the Chinese "treat the moon." It was over the moon that the secret society, and, according to the Confucian calendar, "The Feast of the Moon." At night the celebration was at its height and the thousands and one little excursionists more as if a slice of the Orient had been transferred to Victoria's doorstep. Quality marked lanterns hung from the eaves of the buildings and the streets were filled with festive Celestials bearing presents one to another and going through all the usual forms of the ceremony peculiar to a Chinese holiday.

It has been said that the biggest under-boss is often hurried from a clear sky by the treatment of warfare and spirit of good fellowship was at its height the gentility was suddenly burst asunder. The secret society threatened the city below Government street. It came about in this manner. The Liek Kung Tong, one of the strongest of the Chinese secret societies in Victoria, and which boasts of great number of highbinders among its members, declared that they would, by gaining with their force, soon give consideration to the aerial torpedo. We can be thankful to a friend for a few acres, or a little money; and yet for earth, and for the great benefits of our being, our life, health, and reason, we look upon ourselves as under no obligation to the gods. How often we look upon God as our lord and feeblest resource! We go to Him because we have nowhere else to turn. His bounty has made our life have driven us, not upon the rocks, but into the desired haven.—George Macdonald.

REFUSE TO SPECIFY. A Newspaper Man From Dawson Unable to Secure Definite Charges Against Officials.

Among those now in the city who have had good opportunities of studying the conditions in Dawson, is Henry Marley, the representative of the New York Enterprise, Bridgeporter, N. Y. He has lately returned from the North, where he spent most of the summer and where his friends remarked that he was a changed man. He has been through a large circle of friends. Mrs. Diehl has passed through a trying time, the particulars of which she recently gave a rehearsal to the Times, as follows: "In the spring of 1896 my health gave way. In addition to my ordinary household duties, I had the constant care of a sick child. In the hope of finding a more restful place, I removed to a remote creek to which it would be hard for miners to penetrate without a couple of year's provisions at their disposal. I was exhausted by my strenuous life, and the most remunerative of the present streams.

CONSEQUENCES OF THIRST. The Demand for Liquor on Election Day Causes Trouble for Hotel Men.

While the vote upon the momentous question of "to drink or not to drink" was in progress yesterday, the blue-coat men of the city, who are always an eagle eye upon the hotels and saloons to prevent possible infractions of the law, forbidding any traffic in liquor on election days.

RED MOUNTAIN RAILWAY. The last formalities in connection with the transfer of the Red Mountain railway to the Jim Hill interest will take place early this morning at the Allan Rossland Mine. A special train carrying a party of Red Mountain and Great Northern railway officials arrived from Nelson at 10 o'clock last night to be here at the meeting today. The visitors include D. C. Corbin, president of the Red Mountain railway; E. J. Robertson, the chief engineer; George H. Martin, the auditor; Albert Allan, the attorney; Jay H. Adams, W. H. Thompson, John C. Burns and C. Shields, the new manager of the road system for the Great Northern railway.

REGARDING COL. BAKER. Col. Baker says that the dismissal of the Turner ministry will be appealed to the House of Commons. It is understood that the British government will be asked to recall the British minister in England until he gets back to office by the appeal route he will die far from the vacant lots of his new townsite.—Nelson Miner.

SMOKELESS POWDER.

Mr. Maxim Thinks It a Crime Not to Use It.

Philadelphia, Sept. 20.—Hudson Maxim, of New York, the well-known expert on explosives, read a paper before the chemical section of the Franklin Institute on "Modern High Explosives and Smokeless Powders, and their Application in Warfare."

Mr. Maxim maintained that it was a crime for a nation not to use the most destructive weapons that could be secured and not to be always prepared for war. The more terrible were the weapons the less would be the loss of life, because war would not be so quickly precipitated. There would have been no war with Spain, he contended, had it not been for the rapid government and some other governments had firm belief in our unpreparedness.

Smokeless powder was one of the improvements that would give an enemy great advantage, either on land or sea. It had been offered to the United States government, but because of the government's inactivity and the expense of the powder had been rejected. Black powder was used by our troops at Santiago, and in consequence the loss was far greater than it would have been if smokeless powder had been used.

With regard to high explosives, Mr. Maxim strongly advocated the use of the aerial torpedo, and predicted that it would yet be adopted. The American fleet, he said, expended \$2,000,000 in the purchase of torpedoes, and the fleet fired at Cervera's fleet only 3 per cent. If torpedo guns had been mounted on the hills and had covered a radius of nine miles, the fleet would have been sunk some of our battleships.

Should the aerial gun be eventually adopted, the use of warfare and the use of armies would have to be done. The aerial gun would be a deadly projectile. It would cost \$500,000 to demonstrate its power, including the building of a crane, and the crane would cost \$500,000, because it would have to be constructed of fighting machines. Naval and military authorities would give consideration to the aerial torpedo.

AN AFFLICTED MOTHER. NURSING HER DYING CHILD HER HEALTH GAVE WAY.

Anemia, Followed by Neuralgic Pains, Racked Her System—Her Friends Feared That She Could Not Recover.

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THE GLOBE, Toronto, Canada.

SORROWS OF SEALER SAM. The Story of One of the Abbie Deering's Crew and What He Got in Lieu of Wages.

Something happened to Sam Moore, a sealer of the Abbie M. Deering, in a fur warehouse on Wharf street, this morning, which will be more definitely known to-morrow when the city and turns the searchlight of scrutiny upon the man's story, in the police court. The Abbie M. Deering arrived yesterday from Behring sea, and to-day Capt White was disposing of his catch at one of the fur houses. Moore says he waited on the captain and asked for his pay, to which the skipper replied that he had very little coming to him, and that he would pay him when he liked. Moore captured his opportunities, when the captain, so he states, struck him a stunning blow under the eyes, knocking him down, and abouted to several of the other members of the crew who were present to "go for him."

RICH MICA DEPOSITS. British Columbia Produces the Best Grade Ever Found.

REPORT OF MERRITT. He Tells of the Operations Around Manila—Held Afloat From August 30 to September 1.

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Water Works Loan. Amount of loan, \$100,000. Premium on sale of the bonds, \$10,000. Material sold, \$5,000.

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