NTEREST IS WANING IN THE COMMISSION

J. R. Boyle Member for Sturgeon, Was on the Witness Stand Thursday Morning for Less Than 20 Minutes—Commission Will Resume Friday, After Adjourning Over Thursday Afternoon.

Interest is waning fast in the Waterways commission. The meeting of the legislature Thursday and the political changes have overshadowed the investigation. Attendance Thursday was confined to a small crowd who followed the proceedings with languid interest.

A surprise was sprung when the government's counsel, P. J. Nolan and O. M. Biggar allowed J. R. Boyle to leave the stand without asking him a question in cross-examination. His direct examination by W. L. Walsh was brief and was confined to a scanty twenty minutes. The member for Sturgeon threw no new light on the Waterways transaction.

Cecil Goddard, the engineer of the A. & G. W., occupied the witness box for the remainder of the morning and told of the prelimnary survey sthat he had made in 1908 over the Fort McMurray route.

J. R. Boyle on Stand.

Mr. Boyle said he was a member of the first legislature of Alberta. He knew subsequently of the Athabasca Railway company's charter, but was never personally interested in that railway. He remembered meeting Faulkner once in Edmonton during the session of 1906-1907, at the Alberta hotel. He met Hawes in March, 1907, and had an interview with him respecting aid to the Athabasca Railway company. Witness said he was going east and met Cornwall on the train. Cornwall told him he was interested with a number of Winnipeg gentlemen in a railway to the north, and he asked him to stop off at Winnipeg. He did so, and there met Hawes, Woodman and other members of the syndicate. They asked witness to use his influence with minister of the interior to get a Dominin subsidy.

Aid from the Provincial government was also mentioned but witness told them he did not think it likely that the Provincial government would assist. He took no part in an interview between a delegation representing this interest and the local government. He never remembered having seen Hawes or any other member of the Athabasca syndicate in Edmonton, except Faulkner and Cornwall.

Interview With Minister.

The witness said that when the syndicate members asked him to use his political influence with the minister of the interior he had told them that Hon. Mr. Oliver was not to be moved by what are called political influences, and they had better go and see him themselves. They were not satisfied with this, however, and so witness called to see Mr. Oliver when he was at Ottawa. He told Mr. Oliver that the members of the syndicate had asked him to see the minister and he would like to keep his promise and have it understood that he had seen him. The minister replied, "Yes I have seen you."

"That was the extent of my interview with Hon. Mr. Oliver," said Mr. Boyle.

Mr. Boyle, in closing, said that he had never had any personal interest in the Athabasca syndicate or in the Alberta and Great Waterways. He had never received any money or stock from either and never expected to receive any.

Cecil Goddard Next Witness.

Cecil Goddard was the next witness. He was examined by Mr. Johnstone. Mr. Goddard was engaged by Clarke early in 1908 to make a thorough reconnaissance survey of the district between Edmonton and Fort McMurray for a proposed railway line. Later he met Dr. Waddell in Kamloops and obtained detailed instructions from him as to the survey to be made.

Goddard said after he made the survey he gave his data to Dr. Waddell, who compiled a draft of the cost of the proposed road. Witness was asked to sign this draft but refused to do so as he had not the opportunity to check up the figure. Later he signed this draft estimate of cost in Winnipeg on the understanding that it was non-committal.

Discrepancies in Estimates.

Mr. Johnstone then took up the copy of this estimate on the government files and had it compared with the draft one which Mr. Goddard had signed. A comparison of the figures showed that in a number of instances the estimates had been increased when they were submitted to the public works department. This was in accordance with what Dr. Waddell had said in his evidence, his explanation being that he had used his judgment in preparing his figures for the public works department and he thought the increases were justifiable.

Mr. Goddard told of meeting another engineer, who afterwards he found to be Phillips, who had been sent over the ground to check up the work of the witness. He resented this at first but when told by Dr. Waddell that Clarke wanted two independent surveys he was satisfied.

Kept Quiet in Hotel.

Witness said he reached Edmonton in September, 1908, and was then engaged in preparing the details of his report. He had some of his figures checked by Woodman and they were changed by him in some instances. He prepared his report at the King Edward hotel. It was completed on the night of October 12th, and then sent in to Merchants bank as he had been instructed to do by Dr. Waddell.

After questioning the witness on other reports of the survey which had been prepared, Mr. Johnstone took up the meeting with Mr. Cushing and his engineers, on Nov. 13th, at which he said Mr. Cushing was present, but took little part in the proceedings. Witness and Phillips were present with Waddell. At that time Mr. Cushing seemed to have some knowledge of the cost as he took exception to some of the estimates, especially the amount of the yardage and wanted the government engineer to make an estimate.

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BURNED FRUIT TREES.

B. C. Inspector Destroyed 30,000 of Imported Stock.

Vancouver, B.C., May 25—The provincial fruit inspector held a bonfire here today, destroying thirty thousand insect-laden trees from Ontario, United States, France, Belgium, Germany and Holland, part of one shipment of a million trees shipped to British Columbia this winter. There were enough germs to have horticulturally infected the whole province, but no one tree escaped the British Columbia inspection, which is said to be the most rigid of any country in the world. British Columbia is practically immune from injurious orchard pests as a result. Inspectors from recent tour of the Okanagan and Kootenay could find no trace of mischievous codling moth or San Jose scale, and report that from Okanagan alone at least one thousand car loads of perfect fruit will be shipped this summer and fall.

SCHOOL LANDS SALE AT MEDICINE HAT

745 Parcels on List for Sale—Highest Price Obtained Was $65 Per Acre For Piece on Bench Southeast of the City—166 Parcels Sold on First Day.

Medicine Hat, Alta., May 25.—There were over 55 strangers in the city today, drawn here by the big sale of school lands, which opened this morning, and will continue over tomorrow. 747 parcels are on the list altogether. W. M. Ingram, superintendent of school lands, is in charge of the sale, with J. C. Robinson, of Winnipeg, and W. T. Robins, of Ottawa, as clerks, and George Walton as auctioneer. The large city hall could not begin to accommodate the crown until the announcement was made that no parcels numbering over 399 would be offered on the first day. A sufficient number then retired to allow intending purchasers to get into the hall. Upset values were from 7 to 10 per acre, but prices soared as high at $165 per acre, this price being paid for a quarter section on the bench southeast of the city. Another quarter in the same section brought $60. Hugh Smith, of Saskatoon, and the Castor Real Estate Company, got both quarters. In the Walsh district, prices ran up to $12 per acre, and in the vicinity of Irvine and Johannes prices ran to $12 and $15. The same price ruled for farm lands east of Medicine Hat. On this first day 399 parcels were offered and 166 of these were sold, those in the more remote ranching sections not proving attractive for purchasers. At tomorrow's sale, prices, it is expected, will range even higher.

CEMENT TRUST KNIFES EXSHAW

Reported That Independent Concern Has Been Forced Out of Business.

Spokane, Wash., May 26—"There is nothing for the city to do but get other than Exshaw cement to finish the Monroe street bridge," said Secretary George W. Armstrong, of the board of public works, yesterday. "At Calgary I could not even find a receiver for the Exshaw company, but did find a receiver for the bonding company, but could reach no agreement with him. We are making plans immediately to purchase 10,000 barrels of other cement."

Mayor Pratt said: "I was told by a coast man that the Exshaw company has become a victim of a fight waged by the cement trust; and that at a recent meeting of cement manufacturers in Seattle one of them remarked that the trust would 'get' the Exshaw company by underselling them in the Spokane market, or by putting them out of business in Canada.

"The fight between the cement men started when the Exshaw people underbid the other companies for the 30,000 barrels of cement to be used in the Monroe street bridge. From tests made by the government at Port Townsend, we feel that there is one other cement on the coast that will equal Exshaw, and we have started arrangements to get 10,000 barrels of this cement immediately. There will be no advance in price to the city. The city's interests were protected by a bond when the contract was awarded to the Exshaw people."

Railway Arbitration Board.

Montreal, May 25—The board of arbitration and conciliation appointed to inquire into the difference between the railway companies and trainmen in regard to wages and other matters began its sittings today at the Grand Trunk office to hear the evidence of the employees and officers of the company. The members of the board are Messrs. J. G. O'Donough, representing the men; Wallace Nesbitt, representing the companies; and J. E. Atkinson, chairman, representing the government. The inquiry will probably last several days.

Prominent Leeds Man Dead.

Brockville, May 25.—Alex Hervey Hume, a native of Franktown, Ont., but a resident of Brockville the greater part of his life, died here today of paralysis, following a general breakdown, aged 77 years. He was employed in the offices of the Grand Trunk and Canadian Pacific railways until ten years ago, when he retired. He was a captain in the old Brockville and Ottawa Rifles which figured in suppressing the Fenian raids.

MR. JAMES SAYS ROAD WILL BE A GOOD ONE

General Manager of the A. & G. W. Tells Winnipeg Reporter of the Company's Doings and Intentions—Gives Out For Publication Letter Received From President Clarke, Explaining Certain Things.

Winnipeg, May 23—General Manager E. A. James, of the A. & G. W. Ry., who has been in the city for a few days, left last evening for Edmonton. Previous to his departure he consented to be interviewed on matters concerning the enterprise with which he is connected and which have been so largely in the public eye since the investigation instituted by the Alberta government to ascertain if there had been any untoward acts committed in connection with the guaranteeing of the bonds of the railway by the government, and which is now drawing to a close. Mr. James spoke freely of matters pertaining to the road and appeared most optimistic with regard to the importance of the line developing the known valuable natural resources of Canada's great northland.

Will be Standard Line.

"The Alberta and Great Waterways railway will not," he said, "be a dinky line as some people seem to think, or pretend to thing. It will not be merely built for the purpose of making money out of the construction. It will be a standard road in every way. At the outset it was decided that it should be such, and before placing any orders we sought information from older roads so that we might have the advantage of their experience. We then bought the very best material to be found in the market, though far from the cheapest. The specifications call for a line of the same standard as the G. T. P. branch lines or the Canadian Northern main line, but it is our intention to build a line far superior to both of these standards. The construction will be up-to-date in every essential particular, including all new methods, even to split switches. We are also figuring on ballasting the road thoroughly with eight or ten inches of gravel under the ties. Few roads ever built in the west were finished up this way at the outset."

"What about the statement that the rails proposed to be laid are too light and savor of cheapness?"

56 Pound Rails Right Weight.

"Yes, I have noticed some criticism on that score, but it came from people poorly informed on railway affairs. The complaint was that fifty-six pound rails were too light for such a road. Now as a matter of fact, any one who knows anything about railroad building in the west knows that it is best to first lay fifty-six pound rails, and after the dump has been built for 2 or 3 years and ballasted to relay with eighty pound rails when business warrants the change, and utilize the lighter ones for branch lines. Why, the Canadian Pacific when first built, was laid from ocean to ocean with fifty-six pound steel, which was gradually replaced by heavier steel and the lighter material relayed on branch lines in the different provinces of the west."

As to Cost of Construction.

"What foundation is there for the statements that the estimated cost of the road is excessive?"

"In this instance again the statements come from those who are not informed on subjects which they essay to discuss in the press and elsewhere. Comparisons with the cost of railway building twenty years ago are nonsensical. A road that could have been built for $12,000 a mile twenty years ago, in good prairie country, could not be built today for double that amount owing to the enormous increase in the cost of materials and the very much higher wages that now obtain throughout the country. When the Calgary and Edmonton railway was built rails could be bought for $15 to $18 per ton, whereas today they cost $31 to $33 a ton. Then the best tamarac ties could be bought and delivered along the Canadian Pacific for fifteen cents each. Today spruce ties cost double that and in addition to the advance in the price I may point out that the life of a tamarac tie is estimated at eight years, while that of a spruce tie is from three to four years.

Cost of Labor Increase.

"Twenty years ago we could get the best railway labor, including Irishmen and Swedes, for $1.40 a day. Today we have to pay from $1.75 to $2.25 a day for very much inferior labor. Any contractor will tell you one good man at the lower wage that prevailed some years ago was worth any two men of the average available at the present time. The cost of equipment has more than doubled in late years. A locomotive, for example, that cost $7,000 a few years ago now costs $15,000 at least, then there is the increased price of food stuffs. It is not necessary for me to dwell on that, however."

"We all know only too well how that affects our domestic and business economics these times. However, what I have pointed out will effectually disprove the assertions of the critics of the A. & G. W., that the estimated cost of construction was excessive.

Guarantee of $25,000 Per Mile.

"To further prove that our estimates were reasonable and soundly based I may point to the fact that the Dominion Government has approved of a guarantee of railway bonds at $25,000 a mile for the proposed railway to the coal areas of the Brazeau country west of Edmonton, while the Alberta Government's guarantee of bonds for our road is only for $20,000 a mile, though the character of the country to be traversed by both lines is practically the same. This ought to be sufficient answer to those who pretend to believe that we based our calculations too high. If these people would eliminate prejudice from their views I am convinced that they would readily admit that the arrangement made between our company and the government was a most favorable one for the province without taking into consideration the benefits the road will be in opening up to commerce and industry a very rich district of immense area.

A Rip Van Winkle.

"The man who talks about building a railway today for $12,000 a mile must be a back number, a Rip Van Winkle. What I have stated regarding the cost of railway building today can be substantiated by any one at all familiar with existing conditions."

"It has been asserted that Mr. Clarke and his associates had only in view a profit to be made out of the road when they took hold of the undertaking. Can you tell if this is true, Mr. James"?

"I happen to know that Mr. Clarke had no such idea in mind when he took hold of the company. He has often spoken to me of his plans, and if they are attended with success it will be a great thing for Alberta and, for that matter, for the whole of Western Canada. He had no notion of making money out of the building of the road, but he saw great possibilities in the resources of the country if it could be made accessible for development."

Open Up Big Country.

It was here that he saw opportunity for industrial investment and enterprise, and it was for the purpose of getting into the country, of getting transportation facilities, that he undertook to finance and build the road. The road will make the great northern country as acceible to every man living, who wants to share in the development of the region with his money, brains or hands, as it will to Mr. Clarke; it will open up a good country for population; it will give work; it will create new markets; and it will make available products much used in this western country that are now entirely, or in a large part, imported from other countries. I know big money men in New York and elsewhere, and in the States and Eastern Canada, who are anxious to associate themselves with Mr. Clarke in his development plan and there is no question in the world but what he will have no difficulty in interesting capital in his various projected enterprises."

Not His Quarrel.

"Much has been made by the opponents of the government's arrangement with the company of Mr. Clarke's absence from the investigation. Do you know any reason why he should have absented himself"?

"I understand that Mr. Clarke felt that it was not his quarrel, as no charge had been made against him, though aspersions were cast and he saw no reason why he should involve himself in other people's disputes. I am positive, however, that Mr. Clarke did not absent himself because he had something to hide or something he feared to state. I have been urging him all along to make a statement to the public in order to allay the feeling of distrust that might have been aroused by certain aspersions and inuendoes that were made in the press and in other quarters during the enquiry. It was only a day or two ago that I was able to induce Mr. Clarke to say something or permit me to make a statement, he feeling, I suppose, that as he had not gone before the commission it was only proper that he should now remain silent. However, I did not concur with him, as every possible use was being made of his silence by his opponents. To show how he feels in this matter I give you permission to publish his letter which also contains a little information on a certain point of interest that will set aright some wrong impressions that were put in circulation by those agitating against the company and the government."

The letter is as follows:

Clarke's Letter To James.

St. Paul, May 19, 1910.

E. A. James, general manager, Alberta and Great Waterways Railway, Winnipeg, Man.

"Dear Mr. James,—Referring to your letter of the 10th inst., I approve of your idea of giving the public an understanding of our side of the political 'racket' in Alberta. Give the press anything they want if they agree to handle the matter impartially. As to the interest rate of the bonds, make it clear that the bonds, while five per cent. for the first ten years, are nevertheless redeemable after ten years, so they can be run upon a four and a half per cent. basis for the most part of their period. Thus the argument that the bonds are five per cent. flat is incorrect. Furthermore, make it clear that in order to get anything near par for the bonds of a pioneer railway like ours we had to have a better rate than that of the older railways. Since I left you I have been exceedingly busy upon an absorbing matter and will be glad to return as soon as it is finished. All the fair-minded business men and people who work for a living will recognize the disadvantage at which any business can be put by such a political attack as has been instigated against us. Yes, give the press everything. You are familiar with the conditions and the people will have confidence in you, because you are a railway man of unquestioned standing and of thirty years' experience.—Yours very truly,

(Signed) "WM. R. CLARKE."

James Thinks It Will Pay.

"Do you think the road will develop sufficient traffic from the outset to make it pay—that is, cover all operating and fixed charges?"

"Certainly. And to allay the fears, real or assumed, of certain people, I will say right here that the Alberta government will never be called on to pay a single penny on account of the guarantee. From the completion of the road we will have a traffic that will pay all charges. If we get the same freight rates as those in force on the C.P.R. and other railways at non-competitive points, for ten cars of freight per day from Fort McMurray to Edmonton we can pay the interest. We expect to get one hundred cars a day, so on that score all having any doubts may relieve their minds. People who are acquainted with the north country, and official reports gathered and compiled at great expense, all agree that there are great quantities of gypsum, rock salt, pulpwood, ashphaltum, coal, timber, fish, oil, copper and other resources which can be made available for market by means of the A. & G. W. Railway.

The Fishing Industry.

"This railway will connect up with the main railway systems of Western Canada, with 1,500 hundred miles of navigable water, which give easy and cheap access to a territory that comprises fully one-fourth of Canada and the greatest part of which has not yet been explored, though it is known that minerals exist in large quantities. The opening up of the fisheries alone would justify the construction of the road in view of the ever increasing market on this continent and the lessening of the supply in the older settled portions of the country. There are fish in those northern waters of the most esteemed varieties and of unexcelled quality and unlimited quantity."

"Is it true that Mr. Clarke has not put any of his own money into the railway as alleged?"

Has Already Spent Thousands.

"There has been a great deal of criticism concerning Mr. Clarke's financial status in certain newspapers, and some members have made sarcastic reference to $50,000 which he was supposed to be worth. As a matter of fact, Mr. Clarke has spent several hundred thousand dollars in preliminary construction work. Ties have been cut along the right of way, a good part of the right of way purchased, elaborate surveys made at heavy cost and Mr. Clarke paid for all these things personally. Not one dollar of the proceeds of the bond sale has been touched. There is not one man among all Mr. Clarke's critics that would have dared to put half as much money into the project as Mr. Clarke has. Several attempts have been made to finance the road before Mr. Clarke took hold of it, but they all resulted in failure. I am certain that Mr. Clarke has no intention of allowing the results of these efforts to spell failure. I am sure that he will carry his undertaking to success and that every one concerned will be well pleased with the resultant benefits."

MR. CARNEGIE URGES A LEAGUE OF PEACE

All Nations Claim to Desire Peace, Which Should Make an Agreement Possible.

London, May 24—The Peace Society held its meeting last night. It was chiefly characterized by an address by Andrew Carnegie, who urged a world peace, which has given renewed impetus to the hopes that King George and Kaiser Wilhelm will join hands as the peace lords of Europe.

Mr. Carnegie, in his address, said in part: "The killing of man by man as a means of settling international disputes is the foulest blot on human society. Every statesman and ambassador of every country repeatedly has protested that the armaments of his country are for protection only. Assuming, then, that all nations long for peace, surely if some of the chief nations approach each other a league of peace would be almost certain to result."

The Morning Post criticises a description by Mr. Carnegie of war as a crime and his assertion that it knew nothing of righteous judgment. The Post says: "If Mr. Carnegie's idea that war is a crime be right, then Lincoln committed a crime. But if Lincoln was right in the belief that slavery was wrong, as Mr. Carnegie evidently thinks he was, is not the victory of the cause that Lincoln represented disproof, as far as it goes, of Mr. Carnegie's theory that war knows nothing of righteous judgment?"

SEDGWICK MAN SHOT SON

Quarrel of Few Weeks' Standing Ended in a aFtal Fight.

Sedgewick, Alta, May 25—The town was thrown into commotion yesterday afternoon by the news that a murder had been committed about a mile east of here by S. Amand, who shot his son-in-law, Louis Goldman, through the head. There has been some trouble between the two men for the last few weeks, which came to a climax today in a fight. Goldman, who is a much bigger man than his father-in-law, had him down and was using him pretty rough. Amand plead for mercy and was at last allowed to get up and as Golman was walking away with a neighbor, Amand shot him through the back of the head. Amand afterwards came into town with the neighbor and told what he had done and allowed himself to be taken into custody.

DISASTROUS COLLISION ON LAKE

Freight Steamer Rammed by Another, Broke in Two and Sank.

Port Huron, Mich., May 24—Twenty persons were drowned, including Mrs. Thomas Bassett, of Marine City, wife of the cook of the steamer, her baby daughter and eighteen men, of a crew of twenty-three, when the steamer Frank H. Goodyear, was rammed and sunk off Thunder Bay early today by the steamer James B. Wood. According to stories of the sailors rescued from the Goodyear, the big ship was a victim of its method of construction. Like all other modern lake freighters, it was simply a steel shell. When it was rammed and water began to pour in it became a dead weight. The strain was too tremendous for the bolted plates opposite the broken ones to sustain and it broke in two. Both halves of the ship then went down.

St. Petersburg, May 26.—The exodus of Jewish families from Kiev has begun. The total departures from that city up to last night were 300 prescribed families belonging exclusively to the poorest classes.

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TWO BODIES PROVE THE MEN WERE O T SLAIN

Captain and Cabin Boy Killed by Drinking Florida Water—Others Afraid to Leave Ship Without Them—Details of King George Schooner Disaster.

New York, May 26.—The first details of how the fine three-masted ship, King George, of the Anglo-American Oil Company, British correspondents of the Standard, was thrown away through indulgence in Florida water and other beverages, was told by a sailor apprentice, Albert Owens, of the crew of the four-masted bark, Lyndhurst, of the same company, which arrived at Pier 11, East River, yesterday from Hong Kong.

Owens and Lewer, two apprentices on the King George, and four of her seamen were shifted from the King George to the Lyndhurst after their rescue.

It developed at the official inquiry, conducted by the British board of trade, that Captain John Jeffrey "threw her away" and himself died, soon after the fatal grounding, of delirium tremens. His Kanaka servant also died at about the climax of the King George's troubles. It was also stated that the captain hardly drew a sober breath from Hong Kong until the day of his death.

When all the whisky was gone and while the merchantman was upon the rocks, skipper and cabin boy drank up four bottles of Florida water. The deaths of both soon followed.

On the night of November 23, shortly after passing Anjer Point into the Straits of Sunda, the King George was struck by a squall. Almost from Hong Kong, Captain Jeffrey, a St. John, N.B., mariner, for a long time in the service of the Standard Oil Company, had been incapacitated. Owens was in charge of Peter Shand, the first mate, about whose papers, according to the official inquiry, there was some question.

The following evening, November 24, the vessel went ashore. The night was clear, the wind heavy and the surf too high to permit of the launching of a lifeboat.

On the next day a seaman swam to land, but was unable to rig with a line a hawser to the shore.

Then Owens, the apprentice, and six others swam ashore. Friendly natives of Java kept them in their village over night, and the next day Owens and his ship mates were taken back to the stranded vessel in one of the ship's boats.

On information borne to Anjer by the natives the cutter, Java, flying the Dutch flag, put out for the King George. Of the thirty officers and men on board all returned on the Java with the exception of Captain Jeffrey, his Kanaka servant, the carpenter, the sailmaker and the bo's'n, who remained aboard. The rescued ones were landed by the cutter at Batavia.

When the men left there was still a supply of whisky on the wreck.

A few days later on its way back to the wreck the cutter met the carpenter, the bo's'n and the sailmaker laboriously pulling at the oars of one of the King George's lifeboats. Astern they were towing the bodies of the captain and the kanaka, wrapped in gunnysacks and matting.

The sailmaker said the liquor left aboard had lasted the skipper and his servant only two days after the others quit. Nothing was left to drink but the four bottles of Florida water. Captain Jeffrey and the cabin boy drank these. Four hours after taking his last drink of Florida water the Kanaka died. The captain died eighteen hours after his last drink.

The three remaining on board then decided they also would abandon the wreck, but they feared they would be suspected of having killed the captain and his man, so they determined to tow the bodies after them.

The Dutch revenue captain was satisfied the three petty officers were telling the truth, and ordered the bodies cut adrift. The King George was nearly a total loss. Passing vessels often see her as they trim sail each way through the straits. Her deckhouses are going. Her chartHouse has gone and she is a lugubrious wreck, the perishing monument to a captain who was a slave to drink.

China Adopts Decimal Coinage.

Pekin, May 24—An edict promulgated today established national decimal coinage throughout China and orders the cessation of all coinage by provincial mints. The new currency is to be on the basis of seven mace, two candareens to the dollar, and is to consist of coins of the following denomination, dollar, fifty cents, twenty-five cents and ten cents minted in nickel, and coppers minted in copper.

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ALASKAN AFFAIRS BEFORE COMMITTEE

Officials Declared to Have Been Discharged for Prosecuting Morgan-Guggenheim Expedition.

Washington, May 24—Sensational charges and disclosures were tossed about today in the latest Alaskan scandal. Senators Nelson Borah and Overman, a sub-committee designated by the judiciary committee to make inquiry concerning the facts, were sitting. They had the doors locked and the keyholes plugged. Furthermore they all took a solmen oath to let nothing become known. Hence details are meagre. Recently John J. Boyce, United States attorney, and Daniel A. Sutherland, marshal for Alaska, were summarily removed from office. John Rustgard was appointed attorney and Herbert L. Faulkner, marshal. Bunches of telegrams and letters immediately declared that Rustgard and Faulkner were appointed through the influence of the Morgan-Guggenheim interests and that their predecessors were removed because those interests were demanding it.

Confirmation of the new officials was held up pending an investigation.

It was asserted today by affidavit and word of mouth that Boyce and Sutherland were relieved because they were determined to prosecute the "men higher up" in the Morgan-Guggenheim syndicate. They became obnoxious through their prosecution of Ed. Halsey.

As the story was told, the Morgan-Guggenheim people desired to secure a certain mountain pass in Alaska. Some local capitalists beat them to it an were constructing a short line of railroad themselves. The syndicate is accused of sending an armed force to seize the pass. In the fight five men were shot down and two killed. Halsey was leader of the expedition and was brought to trial for the offense. The disposition of Boyce and Sutherland to go after the men who sent Halsey on his mission is said to have caused their hasty dismissal. A motion will be made tomorrow by Senator Overman to have the hearings public in order that all the sensational allegations may become known.

CHINESE TOWN LEFT AT MERCY OF RIOTERS.

Shanghai, May 24—A messenger who arrived here from Yi Yang, reports that 100 houses have been burned by riotous mobs. The officials have fled and the town is at the mercy of the mobs. The telegraph wires have been cut and details of occurrences there are lacking. Bands of rioters have advanced along the main road and are moving northward. Several villages have been destroyed.