RANSOM DEMANDED IS TOO PRINCELY

KIDNAPPERS LED BY NOTORIOUS BANDIT

The Headquarters of the Band Is Near the Boundary of Turkey and Bulgaria.

New York, Oct. 17.—Rev. R. Wardlow Thompson, director of the Collegian and Theological institute, cables the following from Samakov, Bulgaria, to the Journal and Advertiser concerning Miss Stone, the kidnapped missionary:

"The headquarters of Miss Stone's captors is a thickly wooded mountain top near the boundary line of Turkey and Bulgaria. Miss Stone has only light summer clothing and a cotton dress. The brigands refused to allow her to keep her baggage, but let her have a Bible. The leader of the band is the notorious Boucho, from the Bulgarian town of Dobnitza.

"We sent word to Constantinople, pointing out that being private individuals we can't prevent the government from pressing the brigands, also that the ransom is too priacely. No such sum was ever before demanded. Usually brigands ask about a thousand pounds, and then agree to half. Twenty-five thousand Turkish pounds means two horse loads of gold, and that is more gold than there is now in Bulgaria. Besides, the brigands demand payment in Turkish gold, for which it would be necessary to send to Constantinople. I would not give the brigands the ransom until Miss Stone is safely delivered to us, as they might murder her after the ransom in order to seal her lips forever. We have three theological institute students who were captured in the Stone party. One tells pathetically how he was robbed of money intended to pay for his tuition."

Madame Tsilka's Condition.

Sofia, Bulgaria, Oct. 16.—During the night another letter from Miss Ellen Stone's companion, Madame Tsilka, was found pasted on her parent's door announcing that Madame Tsilka had given birth to a child, and that both the infant and the mother were doing well.

Another Messenger.

Constantinople, Oct. 17.—As no news has been received here from Messrs. Baird and Haskell, the missionaries who have been attempting to get into touch with the two brigands who abducted Miss Ellen M. Stone, a third missionary has been dispatched in quest of them by the brigands.

FRENCH SHORE QUESTION.

London Daily Mail Says Imperial Government Has Not Yet Replied to Newfoundland Premier.

London, Oct. 16.—According to dispatches published to-day by the Daily Mail a crisis is imminent in Newfoundland unless the British government pays the attention to the demands of the country than has hitherto been the case. A long special from St. John's says: Bruce Mr. Bond, the Newfoundland premier, left England last April, he has received a single word from the imperial government regarding a settlement of the French shore question, nor has Mr. Chamberlain answered the dispatch from the Newfoundland government sent five months ago urging the imperial authorities to persuade Sir Wilfrid Laurier, the Dominion premier, to agree to a ratification of the Bond-Blaine convention."

The dispatch gives the details of the Bond-Laurier conference, and asserts that the Dominion premier based his refusal to agree to ratification on the ground that the joint high commission had discussed the matter and that all else well, the commission would discuss it again.

FRAUDS AT HAVANA.

Havana, Oct. 15.—The indictments in the Havana post office fraud sent yesterday by the Fiscal to the Audiencia, implicates Estes G. Rathone, jointly with Robert W. Neely and W. Reeves in defrauding the government, his complicity being based on the contention that he knowingly, tacitly authorized the fraudulent transaction. The whole amount on all counts in the indictments is estimated at $50,000. The Fiscal has recommended that each of the accused be fined this amount, and also that Rathone be sentenced to imprisonment for 25 years; Reeves for 25 years and six months, and Neely for 24 years and six months. The Fiscal has further recommended that Neely and Mascero, stamp clerks, be sentenced to imprisonment for six months and one year respectively.

MEETING OF FORESTERS.

Nanaimo, Oct. 17.—The district meeting of the A.O.F. for the province opened here this afternoon. Including grand officers there are about twenty-five delegates present. They will be banqueted to-morrow night by the local foresters.

HAPPENED IN A DRUG STORE.

A day last winter a lady came to my store and asked for a brand of cough medicine that I did not have in stock." Mr. C. R. Grandin, the popular druggist, Ontario, N. Y. "She was disappointed and wanted to know what cough medicine I could recommend. I said to her that I could freely recommend Chamberlain's Cough Remedy and that she could have a bottle of the remedy and after giving it a fair trial if she did not find it the best money to bring back the bottle and could refund the price paid. In the course of a day or two the lady came back and say with a friend in need of a good medicine and advised her to buy a bottle of Chamberlain's Cough Remedy. I find that a very good recommendation for the remedy." It is for sale by Henderson Bros., Wholesale Agents.

POSITION OF THE STEAMER HATING

SHIP MAY BE CLEAR OF ROCK TO-MORROW

Trader, With Wrecking Gear, Dispatched to Scene of Accident—Vessel Lies On Level Keel.

(From Tuesday's Daily.)

There is every reason to believe that within a day or two the steamer Hating will be floated and steaming to Vancouver unassisted. This is the view taken by F. W. Vincent, acting manager of the C.P.N. Company, who returned last night from having visited the scene of the Hating's misfortune. He was one of the fifty odd arrivals on the Willapa, the major number of the disabled ship's passengers have debarked at Vancouver. When the Willapa left the Hating yesterday the passengers, of whom there were about 160 or 175 (the exact number is not given), three cheers were given for Capt. Gosse and his crew, who under the circumstances were believed by all to have exerted their best efforts in their welfare and in the management of the ship.

Mr. Vincent, when speaking of the accident this morning, denied that water had been taken in over the stern of the Hating. There was a little in the forward compartment, but at low tide this department was comparatively dry. The plates have been bulged and broken and the rivets started aft as far as the foremast. This damage, he believes, can be readily and expeditiously repaired and the ship floated and taken to Vancouver within a couple of days. The Hating, he says, dies with perfectly level keel at high water and with bow slightly elevated at low tide. She looks like a steamer lying at anchor, the water line showing as true as though the steamer was tied up to the wharf. She is well sheltered, nothing only a westerly gale can affect her and these winds are not common at this time of year. She lies well within the bight of Lasquiti island, known as Tucker bay, which water was mistaken for the main passage between Texada island and the group of which Jervis island is the largest. The rocky shore line of Lasquiti island was taken in the dense fog prevailing at the time the steamer struck for the group mentioned. After the Willapa arrived last night the Trader was dispatched for the scene of the accident with a wrecking gear, including three powerful pumps, which will be used if necessary in freeing the forward department of all water. Diver McHardy, who took passage, will descend to-day and make a thorough examination of the ship's hull and her position on the rocks, and after this is made it will be known definitely what additional equipment will be required in the floating of the steamer. Word of the ship's condition will be brought to Victoria by the steamer Maude this evening, Joseph Clark, the C.P.N. Co.'s head carpenter, having remained with the Hating in order to bring the latest intelligence. On making his report the Maude will possibly return with what further appliances as will be needed for the successful floating of the ship.

What plans will be followed in floating the Hating will of course depend on Diver McHardy's report. The steamer, in Mr. Vincent's opinion, is not nearly so seriously damaged as the Amur was, but the latter having a double bottom escaped much more easily than she otherwise would have been. The Hating, on the other hand, has only a single bottom.

ADDER RECOMMENDED.

Rumors are still rife as to what steamer the C.P.N. will secure for the Victoria-Vancouver route. The Vancouver Province says that the sidewheel steamer Adder, which is now in service on the Irish channel, between Ireland and Scotland, has been mentioned. In the matter of speed there is nothing to be desired so far as this vessel is concerned. She runs between Adrossan and Belfast, connecting at the former port with the train from Glasgow at 7 a.m. Going across to Belfast the passengers are given a few hours ashore, and at 11 o'clock they are back in Glasgow. The Adder was built several years ago for daylight service between the two countries mentioned and is most staunchly constructed, and is running day in and day out at the rate of twenty and a half knots per hour. She is in effect an express steamer of the most approved order, and those who are acquainted with the nature of the weather which generally prevails on the Irish channel will be aware that her construction must be of the most approved type. For various reasons, says the Province, it is thought that the C.P.R. will not entertain the proposition made and will instead construct a vessel from their own plans.

(From Wednesday's Daily.)

EMPRESS OF JAPAN ARRIVES.

About fifty saloon passengers, three hundred and sixty-nine Chinese, of whom thirty-nine were brought in on the tender Willapa for Victoria, and a large general cargo of Oriental merchandise made up the load carried by the R. M. S. Empress of Japan, which arrived yesterday afternoon at the quarantine station. The steamer is the first of the Empress line to arrived on winter schedule. She had a pleasant run in crossing the Pacific until reaching the Straits, where a fog bank was run into that somewhat retarded progress. On Monday three large steamers were sighted, Idzumi Maru, of the N. Y. K. line, now due here from the Orient, being one of the number.

The saloon passengers brought by the Japan were S. Babcock, G. Balloch, Count Benekendorff, T. R. Brownlee, A. Campbell, Mrs. H. W. Connor, Major H. V. Cox, G. A. Derrick, Wm. Eckert, M. Hanihara, Miss Henry, Mr. and Mrs. H. C. Hoover, J. Hiraoka, Dr. Max Huber, H. Du Flon Hutchinson, K. Kimura, B. Kobayashi, Miss Kock, Mr. and Mrs. J. Worostovetz and maid, Misses Vadime and Olga Korostovetz, Lieut. C. F. G. Lang, Mr. and Mrs. J. B. Massy-Leech, Bunkio Matsuki, Miss Miles, E. Oettli, J. H. Osmond, Mr. and Mrs. D. S. Perrin, Miss E. Perrin, Col. T. Perrott, R. A., Capt. J. H. Potter, F. H. Preble, U. S. N., Mr. and Mrs. W. W. Rockhill, Hubbard T. Smith, J. H. Stockton, F. L. Taverner, J. Thebaud, Capt. Twigg, W. Wilmer, Chevr. de Wouters and Y. Yamanato.

Probably the most notable of the above is W. W. Rockhill, the commissioner from Washington sent by the United States government to Pekin to represent the American nation in the conduct of the peace negotiations; Count Benekendorff, a Russian nobleman travelling from Shanghai to Copenhagen; Colonel T. Perrott, of the British forces stationed at Taku, and Major H. V. Cox, who belonged to the Imperial forces at Tientsin, and who comes now direct from the Chinese capital. He purposes visiting his sister, the wife of Canon Stocken, Alberta, N. W. T., and after spending a short time on the prairies proceed home to England. The major is a veteran soldier, having seen service in Burmah, Afghanistan and elsewhere, and while not having been through any active engagements in China, was a participant in all the British movements during the last nine or ten months. He was appointed to the station shortly after the siege of Tientsin, and time and time again has been one of those called out to suppress disturbances, but on each occasion the disturbers refused a bold front, and were easily disposed of. Major Cox says the conduct of the American and British soldiery at Pekin is now highly creditable, and their attitude towards the Chinese, in comparison with the treatment received at the hands of other forces in the field, was much appreciated by the better subjects of the Flowery Kingdom. During his stay at and about Tientsin he mastered sufficient of the Chinese language to converse with officials of the Chinese government, whose approbation of the British conduct they conveyed to him. Like all British army officers Major Cox did not care to discuss affairs political in the Far East. He thinks that the Boxers may break out again, but there was no immediate fear of such, and no outbreak of a menacing character occurred up to the time he left. At Tientsin extensive improvements in the way of deepening the river for commercial purposes had begun, and the provisional government was financially aiding the scheme. The undertaking would make Tientsin the metropolis of the China coast, and from a strategetical standpoint would leave her in command of the situation at Pekin. Major Cox tells of another famine in the province of Shansi-hi, where there is a shortage of food stuffs, which is causing great distress.

Chief Officer Evans, of the Japan, lost $125 on the voyage just completed, which was stolen out of his room before the steamer left Yokohama.

RESULTS OF ALASKAN SURVEYS.

The steamer Pathfinder, Captain J. J. Gilbert, has been ordered to proceed from Dutch harbor to Manila, stopping at Nagasaki in order to dock the vessel and make some minor repairs. The Pathfinder has been engaged since the beginning of May in making a survey of the Fox island passes. A complete survey of the three passes, Unimak, Akutan and Unalga, has been made, and all the data necessary in order to issue a new and accurate chart of these passes collected. If the Washington office attends promptly to this important chart it should be issued before the opening of next season. One of the results of this survey has been to demonstrate that the many reported dangers of this region are myths.

THE COAL TRADE.

J. W. Harrison, the coal and metal broker of San Francisco, in his coal circular for the week ending on Saturday last, says: "During the week there have been six arrivals of coal from Washington, 18,470 tons; one from British Columbia, 3,179 tons; one from Oregon, 600 tons; one from Cardiff, 3,550 tons; one from Swansea, 2,505 tons; total, 28,304 tons. The quantity at hand this week will readily furnish a full supply for all our immediate requirements. It is singular that with the immense quantities of steam coal which has been displaced by the advent of fuel oil, and yet in the face of this coal does not seem to accumulate. It is evident and speaks volumes for our prosperity, that the quantity of fuel which has been utilized so far this year for steam power is largely in excess of any previous year up to this date; notwithstanding our serious set-back in a large number of our factories, where labor disturbances seriously militate against their progress for two or more months. It is very difficult to get any definite information from British Columbia as to the extent of damage done at the recent fire in the Wellington collieries. It is generally believed the output will be seriously diminished, and that our market here will seriously feel the want of coal for domestic purposes. There need be no fear as to our requirements for steam purposes. The loading list at Swansea, Wales, and Newcastle, Australia, has added several new names during the past two weeks, clearly showing that we will have considerable tonnage heading this way to transport our grain. Grain freights outward are not as enticing as they were last month."

THE NEW FERRY.

From one of the C.P.R. officials down to meet the R. M. S. Empress of Japan yesterday it was learned that the machinery of the new steamer to ply between this city and Vancouver has been ordered from Bertram & Company, of Toronto. The vessel, the Times authority stated, would be designed after the Toronto, a picture of which craft was published in this paper a few evening's ago in connection with the interview which D. R. Ker had with President Shaughnessy, of the C. P. R., when the latter was in Montreal a short time ago. It is not known what arrangements have been made for the construction of the hull.

THE M'ARTHUR AND MANNING.

The coast and geodetic survey steamer McArthur, Capt. Westdahl, has returned to Puget Sound from Dutch harbor. The McArthur has extended the surveys east from Unimak pass, to include the Sanak group of islands. The revenue cutter Manning is at Dutch harbor under orders to remain until the last of the merchant fleet returns south.

A CORRECTION.

The Times is asked to correct a statement that the first officer of the steamer Hating was Mate Neurotsos, formerly of the Islander. The latter officer commands the Maude. The first officer on the Hating was Mate Davidson, late of the Empress of China.

(From Thursday's Daily.)

After several days of expectancy a change in the weather has at last come, and as a result sealers are gathering home rapidly to-day. A fleet of five or six came in this morning.

Others should arrive before evening, and in consequence there is now much activity on the waterfront. At the Sealing Company's wharf, in the upper harbor, the crews of the different craft are busy trimming and getting them ready for the idle season. The news brought by the just returned fleet is very encouraging, for while large catches are reported no word has been received of accident or disaster, and so far as can be learned there have been no seizures in Behring Sea during the season. Rumors that three of the fleet had been captured is alleged to have been brought by some one who reached here on the steamer Manauense a few days ago, but the skippers now home from the sea, one and all, declare they have heard nothing of them. All have about the same to say regarding the weather and the restlessness of the seal, which accounts for their small catches. The little animals were plentiful, but unusually wary. Where a herd was found sleeping they would scatter on hearing the least noise, and to approach them at close range was next to impossible.

One of the fleet which has just arrived comes from the Asiatic coast, she being the Mary Taylor, Capt. Buckholtz, which, during her cruise now ended, has seen a good deal of Russian territory. She has not, however, a very large catch, considering the length of time she was out, the captain reporting only 507 pelts for the entire season. Most of these were taken off the Copper Island coast, although before going so far north the sealer hunted along the coast of Japan. The schooner made several trips around Copper and Behring Islands, but never once sighted a Victoria schooner or the black hull of a Russian man-of-war. New sealing grounds were visited in the Gulf of Tartary, separating Saghalien island from Siberia, and here Capt. Buckholtz says he saw seals by the million. He added about 100 skins to his catch while he remained in that territory, and would have made a very large catch had the weather permitted. The wind blew hard the whole six weeks of his stay there, and while he was able to see seal in enormous herds he was unable to kill them to his heart's desire. The presence in those waters of so many gave him the impression that the seal have changed their rookeries and will hereafter be found in largest number along the coast of Siberia, where they have been little disturbed so far. But the Victoria sealers will soon have to compete against most formidable rivals in the Japanese, who have, Capt. Buckholtz states, some 29 schooners out this year. In Japan the industry is subsidized, and the running expenses of a vessel are so small that the profits to the owner are enormous. Then, too, the schooners can be bought for about a third or less than they cost here. Capt. Buckholtz instanced one case of where a fine able schooner, with complete equipment, was secured for 6,000 yen. On a few of the schooners white hunters are employed, but Japs can always be found for them, and they generally work with much enthusiasm. The catches of the Japanese fleet this year will compare favorably with those of the local vessels. The Mary Taylor is none the worse for the long cruise she has just completed. In fact none of the fleet now home suffered from bad weather.

The Florence M. Smith, Capt. R. Balcom, brings home a catch of 640 skins. She hunted only in Behring Sea and carried an Indian crew. The Ainoka, which also comes from the sea, has a catch of 337 skins; the Geneva 418 skins, the Favorite 300 odd and the R. I. Morse, the baby of the fleet, 152. Capt. Byers, of the Geneva, confirms the report that he lost two of his Indians, but whether they are dead or alive he cannot state. All he knows about the disappearance is that they have been missing from the day a steamer, the Nome City, lay off the schooner some distance in a disabled condition. This was on September 18th. The Indians, he learned, had pulled over to the steamer and had procured some liquor. After getting the drink they probably got lost. Capt. Byers spoke the Sadie Turpel before he left the sea with a catch of 500 skins. This was on towards the end of September, and on or about the same time the E. B. Marvin was seen, which reported a catch of 600. Others were met, but they are now in.

Capt. Rube Balcom, brother of Capt. Balcom, the harbor master of the fleet, will leave in a few days for the East to take command of one of a few sealers to be sent south from there to the Shetland Islands.

The fact that there have been no accidents during the year is said to have an important influence on the insurance of the fleet. It is said the association is now carrying its own rates this season, and that in consequence a saving of between $20,000 and $40,000 will be effected. The risks on schooners have been particularly heavy, and the above item is of course a most important consideration.

In addition to this good fortune the prices promise well, and another season will probably see even greater activity in this important branch of the Capital's business.

It is unauthoritatively stated that the association will detach a number of ships for scouting purposes, and will endeavor to find fresh grounds with these, while the remainder of the fleet prosecutes its work on the old grounds.

Off the Aleutian islands many sealing men anticipate that good herds will be met. As far back as 1884 the Sophia Sutherland ran into a herd of seals about six hundred miles off these islands, but the animals were then regarded as too small for commercial purposes. This year, while heading for Copper islands, Capt. Blackstad took the City of San Diego across similar waters, one of his hunters having been on the Sophia, and thus giving him the reckonings. When off the islands the boats were lowered and in a few hours over thirty small, brown bulls were killed. The skipper, however, thought them too small and abandoned the grounds. On reaching home he found that these skins were worth something like $12 apiece.

THE KAGA'S MISHAP.

The repairs to the Nippon Yusen Kaisha liner Kaga Maru, which collided with the German steamship Elba on Tuesday afternoon, off Five-Mile point, will be completed at Seattle to-night and weather permitting, the vessel will leave to-morrow morning, calling here to take on some freight and Chinese passengers.

When the vessel left the dock at Seattle outward bound the captain rang for half-speed and placed the steamer in a direction several degrees clear of Five-Mile point. After proceeding about a mile and a half, the German steamship Elba suddenly loomed up through the fog. She also was under half-speed. The men on both steamers had observed each other's approach, and the signals were given for full-speed astern. They were so close together, however, that a collision was inevitable and the Elba crashed into the Kaga Maru just abaft the stem and ahead of the collision bulkhead.

The shock when the two big vessels came together was sufficient to create considerable commotion, but as soon as the Elba had backed away from the Kaga Maru it was seen that there was no danger. The captain of the Elba offered any needed assistance to Capt. Eckstrand, of the Kaga Maru, but the latter declined the proffered help, turned his vessel around and steamed into port again.

The officers on the Elba say that they were trying to locate the Smith's Cove piers at the time of the collision. The fog was so thick that they could not make out their bearings and they were not acquainted with the immediate vicinity. The Elba was to tie up at Smith's Cove and load a miscellaneous cargo.

Everything seemed to combine to avert the terrible marine tragedy in which the collision might have terminated. Both captains had several lookouts placed on the decks, and it was owing to their vigilance that the vessels were seen approaching each other in time to lessen the danger of the crash. The captain of the Elba was cautious, being unacquainted with the surrounding waters, and Capt. Ekstrand, of the Kaga Maru, had remained on the bridge after his steamer had left port. The fog seemed to lighten for a few minutes preceding the accident.

The Elba struck the Kaga Maru in the forecastle, tearing a hole in the Japanese steamer fully seven feet in diameter. The damage was inflicted while both vessels were steaming at half-speed. Because of the fact that the vessels struck each other ahead of the collision bulkhead there was no serious danger.

SHIPS AT OUTER WHARF.

There is quite a large fleet at the outer wharf to-day. A collier is lying off the wharf having orders to proceed to Tacoma to take on cargo. The Duke of Fife is receiving freight and will sail for the Orient probably this evening. Early this afternoon the Riojun Maru came in from Japan, and in addition there are a number of small craft and a salmon ship at the docks. The Riojun brought only two Chinamen, one for Seattle and one for Victoria. She has 55 Japanese for Seattle and will proceed to that city at an early hour to-morrow morning. Among her saloon passengers is M. Thompson, manager of the Centennial mills, who has been over to Vladivostock investigating the Oriental market for the purpose of developing trade.

MISHAPS ON FRASER.

The dense fogs which have prevailed in the Gulf and on the Sound during the past week and which were responsible for the accidents to the Hating and the Kaga Maru, have been unusually thick. The skippers of the Sound ferries report that the fog hanging over the water all the way down to Seattle is so heavy as to make navigation very difficult.

The same remark applies to the mouth of the Fraser, and according to report, this thickness was the cause of a couple of misadventures which took place to the Yosemite yesterday on her trip to Westminster, neither of which, however, proved to be serious. The Clansman, loaded with hay, collided with the Yosemite, and as she struck her bow was forced down, and for a moment it looked as though she would swamp. She righted, however, and proceeded without serious injury being done.

Further on the tug Kildoran ran into the Yosemite, but without serious accident, and the big sidewheeler completed her journey without injury.

FOR ENGLAND.

It is understood that the minister of finance, Hon. J. F. Prentice, will leave in the course of a week or two for the purpose of bringing home Mrs. Prentice, who has been visiting in England.

It is possible that while in England the minister of finance may negotiate the loan provided for by the legislature last session, although this is not the primary object of the trip.

One of the ministers stated this morning that the legislature in all probability would not be summoned until late in February or early in March. It was son, and that in consequence a saving of between $20,000 and $40,000 will be effected. The risks on schooners have been particularly heavy, and the above item is of course a most important consideration. If he will only impress his shady friends with his views the police consider his life will not be an absolute failure.

ONE TABLET AFTER EATING and what a world of distress would be saved. Dr. Stan's Pineapple Tablets cure sour stomach, distress after eating, weight in the stomach, wind on the stomach, loss of appetite, dizziness, nausea, and a dozen other troubles traceable to bad digestion. One Tablet gives instant relief. A positive and pleasant cure that nature has provided. 35 cents. Sold by Jackson & Co. and Hall & Co.—128.

CAME NEAR DYING.

"For three days and nights I suffered agony untold from an attack of cholera morbus brought on by eating cucumbers," says M. E. Lowther, clerk of the district court, Centreville, Iowa. "I thought I should surely die, and tried a dozen different medicines, but all to no purpose. I sent for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy and three doses relieved me entirely." This remedy is for sale by Henderson Bros., Wholesale Agents.

WILL ALSO APPEAR IN HIGHER COURT

STEVENS YESTERDAY SENT UP FOR TRIAL

Examination of Two Witnesses Closed Case for Crown—Yesterday Heavy Day for Authorities.

Yesterday was a somewhat remarkable day in the provincial police court. There were two committments for trial, one on the charge of murder and the other shooting with intent to kill. The first was the case of Sapper Harold Gill, who will be tried for his life before a higher tribunal, and the other that of Ernest Stevens, the boy who shot Hasenfratz. Certainly the provincial court work is immoderately heavy these days, but the time for a lull is probably at hand.

The Stevens case was disposed of as far as the provincial court was concerned in the afternoon. Two witnesses were examined, Dr. Frank Hall, who has the wounded man under his charge, and Detective Thomas Palmer, who, in company with Sergeant Redgrave, arrested young Stevens.

The first witness, Dr. Frank Hall, swore that Hasenfratz was suffering from a gunshot wound in the head when he was called to attend him. The patient was removed to the Jubilee Hospital, where witness performed an operation with a view of locating and extracting the bullet and making its track as aseptic as possible. The wound was on the right side of the head, about an inch in front of the ear, and about on a level with the floor of the orbit. It shattered the floor of the orbit and entered the nasal cavity. He did not find the bullet, which still remains in the head. At the time he considered the wound very serious, and it was doubtful if the patient would recover. The condition of the patient was very favorable at the present time.

To the Court—As long as the bullet remained in the head there was an element of danger for at least a year. The tissues around it may break down after a while and another and more desperate attempt to get it will have to be made. On the other hand it may not cause him any trouble at all.

Detective Thomas Palmer, being sworn, said that on Thursday, October 3rd, in company with Sergeant Redgrave, he arrested the accused at the residence of Mr. Finn, corner Chambers and Whittaker streets. They cautioned him and told him the charge. His mother, who was there, asked the boy to tell her the truth, and accused said that he and two other boys named Allen and Borgeson were shooting in the Transfer field. He had a "pea-rifle" and shot at a woodpecker on a tree. The bullet glanced off and he saw him (meaning Hasenfratz) fall. He then ran away.

The witness explained that when he and the sergeant went after the accused they were under the impression that a boy had been shot. They told the accused's mother that her son had shot another boy named Hasenfratz. They asked Mrs. Plump the name of the Hasenfratz boy and the accused answered Hermann. The accused said the shooting was accidental. Mrs. Plump, when told of the charge, said she had heard nothing of it, and earnestly reproached the boy for not telling her about it. On the way to the station the accused said that there would be a mark on the tree limb where the bullet struck.

This concluded the case for the Crown. The accused declined to make a statement, after which the magistrate committed him for trial.

DOESN'T LIKE VICTORIA.

Sneak Thief Not Impressed With Charms of This Fair City.

Yesterday's steamer for the Sound carried away one man whom Victoria with all its charms failed to impress. This city was not very favorable for the exploitation of his peculiar talent, and he consequently has not a very cordial opinion of it.

His name is McDonald, and one of his first ventures here proved a dismal failure. In company with a number of others he proceeded on a career of sneak thieving, and had accumulated quite an extensive quantity of spoil, including clothing, boots and shoes, and a varied assortment of goods in general. Unfortunately for the successful culmination of his venture, an obstacle intervened. This was Constable Carlow, who spotted the shady workers, rounded them up in quarters on Store street, and the whole outfit were gathered in.

Yesterday McDonald was liberated. He had spent an interesting ten months in the large brick mansion on Topaz avenue, presided over by Warden John, but for some reason or other he did not appreciate his experience.

Before leaving he expressed himself somewhat after the following, interpolating a few expletives for explanatory purposes: "Well as long as I live I'll never set foot on territory under the British flag again. This place is no good for stealing, as you can't peddle your goods. If you could the profession (meaning stealing) would be more profitable." He also observed that he was a boilermaker by trade, but when he couldn't make a living at that "he could do a little stealing as well as the next one."

This town was a very unfavorable field for the sneak thief, he added, regretfully. It was an island, and a "feller didn't stand much chance to get away."

All this was ingenuously told to one of the constables, and may be interpreted a tribute to the efficiency of the Victoria police force, as well as an expression of regret that this city did not have a situation less insular. At any rate when McDonald and the constable parted, the former was not invited to return.

FINED TWENTY DOLLARS.

Prof. Herrmann's Colored Servant Convicted—Soldier Assisted to Desert.

Isaac Willis, Professor Herrmann's young colored servant, was this morning fined $20 or one month's imprisonment, for being in unlawful possession of a purse belonging to Mrs. Wilkinson. This was apparently lost on the Sound boat yesterday morning, and was found by Willis, who denied having it when accosted by the police. His plea was that he intended reporting his find to headquarters, and was averse to handing it over to the constables. The evidence, however, was against his story, and he was convicted.

The chief read letters from Prof. Herrmann and his manager testifying to the boy's previous good character, expressing regret and asking for leniency.

In consideration of the above, and also the fact that the young man had not taken the purse from the person of the informant, the magistrate imposed the fine, which, he pointed out while permissable, was unusual.

During the reading of the testimonials to his character the accused wept quite freely. He is well dressed and evidently quite a favorite with his employers.

Up till noon he had not paid his fine, and the police are awaiting word from Prof. Herrmann.

Ethel Dilwood was charged with assisting a member of the R. G. A. to desert. The recreant Tommy, it was learned, left on the Sound boat yesterday morning, and the woman was suspected of assisting him in his flight. When she was about to board the steamer last night, evidently to follow him, the police searched her baggage and found the soldier's uniform concealed in it. The deserter, it is understood, was one of the barracks police. The case was remanded until to-morrow.

GOVERNMENT ALIVE TO THE YUKON'S NEEDS

Governor Ross Tells of Result of Trip to Ottawa and His Reception There.

The following interview was granted by Governor J. H. Ross to a Yukon Sun reporter upon the arrival of the commissioner in Dawson:

"The officials at Ottawa are well acquainted with the condition of things, and very much alive to the requirements here. I saw Sir Wilfrid Laurier, the minister of the interior, the minister of justice and the minister of public works, the only four members of the cabinet in Ottawa at the time, all of whom expressed great regret that they were unable to come out here this summer, Mr. Sifton especially. He assured me that very early next spring would see him in Dawson."

"Did they seem inclined to be liberal in regard to Yukon?"

"Yes; they have made up their minds that Yukon is here to stay; that it is a country that will last, and they are disposed, as far as I can understand, to do what is right toward the people and toward the development of the territory. There are many plans they have and are thinking about that it would not do to speak of until they have been legislated upon by parliament, and what is of more importance to us, until after the estimates are brought down. So far they seemed to be pleased with the recent showing made by the Yukon.

"I spoke to Sir Wilfrid in regard to parliamentary representation of Yukon, and he said that after the census had been taken it would receive the immediate attention of the government, which would decide what representation would be given and in what time. What I said in regard to the present method of collecting the royalty and my views in regard to substituting a duty for it, I laid before them, but this the Sun has already had by telegraph.

"I notice with a great deal of pleasure that the elevation of Louis H. Davies from the cabinet to the Supreme court bench makes it possible to have another minister from the West at an early day There is no mistake about it Mr. Sifton should have some Western assistant in the cabinet. There is a good deal of speculation as to whether Mr. Ralph Smith, of Nanaimo, B. C., may be the man for the place.

"I see that you had special memorial services to McKinley on Sunday. I am pleased that there were such eloquent tributes made to him by the Dawson people, and sorry that I was not there. I was talking with Sir Wilfrid Laurier in his room when his private secretary came in with the news that McKinley had been shot. It was a great shock to Sir Wilfrid, who was on terms of great intimacy with the President of the United States. And you should have seen the general effect throughout Canada. People crowded around the bulletin boards and waited for the last news from the bedside just as if the President was one of our own. I was in Vancouver when the newsboys one night sang out 'Special edition; death of McKinley.' That was the greatest shock of the two. We all thought he was recovering. Ah, I tell you, blood is thicker than water, and the Canadians sympathized as deeply as did the people of the United States themselves.

"What class of people in particular are leaving here this winter, I would like to know? Because, while in Seattle, I met a great many men from here, but I did not find a single man who did not say he was coming back. Most of them were coming back over the ice in January or February; so I conclude that they are mostly merely going out on business or on a visit to friends.

"I am myself glad to get back to Dawson. I like it and I like the people. I like the Western spirit they show; the go-ahead principle they manifest; the desire to stand up for their rights, and all that kind of thing is pleasing to me, while it might not be to another. I am very fond of the people of the West, and I have been living among them 30 years."

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SPECIAL MEETING OF CITY COUNCIL

DISCOVERY STREET SEWER TO BE BUILT

Question of Collecting Revenue Tax From Sealers Discussed—Mayor to Deal With Matter.

The city fathers held a meeting yesterday afternoon at the city hall primarily for the purpose of discussing the advisability of diverting the appropriation made for constructing a sewer on Discovery street to continuing the work already half completed on Frederick street.

There were present the mayor, who occupied the chair; Alds. Cooley, Hall, Stewart, Williams, Kinsman, Yates, Cameron and Brydon. City Clerk Dowler and City Engineer Topp were also in attendance.

The matter referred to was first taken up and considerable discussion ensued. It had almost been decided to take the sum of $610 appropriated for the building of the sewer on Discovery street for the continuing of the work on Frederick street, when a communication was read from one of the property owners of Discovery street protesting against such action.

This somewhat altered the complexion of matters, and after the city clerk had given his opinion as to the best way to proceed it was finally decided that the appropriation would be allowed to stand, the city engineer being instructed to start the work on Discovery street immediately.

Ald. Cameron spoke of the efforts being made by Mr. Winsby, the tax collector, to collect the revenue tax from the sealers on their arrival in port after their season's work. He outlined the procedure of the collector. He said that immediately on the arriving of a sealing ship the collector boarded and demanded the $3, and if refused, he served summonses. The result was that he did not make many collections, but on the other hand drove many of the sealers out of the city, who otherwise would have spent their money among the business establishments of Victoria. He thought it was altogether wrong to act in such a manner. If the sealers had been in the city for two weeks it would be a different matter, and an attempt could then be made to collect the tax.

The mayor said that in answer to a communication sent by him to Mr. Kent, referring to the same matter, the latter replied that Mr. Winsby had absolutely refused to take orders from him and that he saw Mr. Winsby only once or twice a week. The mayor had upon this sent a letter to Mr. Winsby himself, pointing out that in his appointment it was stipulated that he receive his instructions from Mr. Kent.

No answer had, however, been received and he wrote again the other day asking the collector if he had received his first letter, if so when, and requesting an answer.

Ald. Stewart and others thought that the collector should call at the city hall before setting out in the morning and in the evening call and deposit his cash with the city treasurer.

It was remarked if Mr. Winsby got "saucy" he would have to be summarily dealt with.

The question of collecting the tax from the sealers again being brought up, Ald. Kinsman stated that he did not think the collector was overstepping his bounds when he demanded the usual tax from the sealers. He had not received orders to the contrary and was doing his best to carry out his duty.

Ald. Cameron was not criticising the manner in which he carried out his duty, but rather the policy of collecting from this class.

Ald. Brydon asked why the tax could not be collected from the head office now that sealing was under one company.

It was here pointed out that according to the laws governing the sealing business no money can be taken from the salaries of the men.

The matter was finally left in the hands of the mayor to deal with.

A letter was read from Senator Templeman, asking whether the souvenir numbers of the Times purchased by the city could be used in mailing to boards of trade, banks, libraries, M.P.'s, etc., in Eastern Canada. He suggested that they be mailed before the Royal visit is forgotten.

The letter was received and filed and the suggestion approved.

The question of getting rid of the fir used in the decorations of telegraph poles was brought up. The mayor said, however, that George Jeeves had the matter in hand and would see that it was removed.

City Engineer Topp brought up the matter of laying a connecting pipe through a vacant lot on Humboldt street, owned by Charles Todd. He had asked the latter gentleman for the necessary permission and had received a reply to the effect that if a new sidewalk were laid on Johnson street, between Quadra and Vancouver, he would allow the city to make the connection.

Permission was given the engineer to lay the sidewalk on the conditions named.

A report was received from the committee of the Home for the Aged and Infirm recommending that George E. Western be admitted to the home. It was adopted.

A letter was received from Mrs. S. M. Tuck asking permission to plant shade trees on Victoria crescent and Blanchard street. Leave was granted, the trees to be planted under the supervision of the engineer.

This ended the business and the meeting adjourned.

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