ification of Crown Grant.

on the 3rd day of February, own grant was issued to one oss Dick, for Lot 4, being a of Section 42, Lake District, grantee was therein erron-ed as William Ross: therefore hereby given, in f Section S6 of the "Land it is the intention to cancel e Crown grant, and to issue one in its stead three months te hereof, unless good cause is the contrary."

the contrary.

C. A. SEMLIN, ommissioner of Lands & Wol id Works Department, ria. B.C., 3rd Nov., 1898.

mpanies Act, 1897.

eby given that Robert Hall. of Victoria, B. C., has been the Attorney for the "Arctic impany" in place of Francis the 20th day of October, 1898. S. Y. WOOTTON, strar of Joint Stock Companies.

atter of the "Tramway Company Incorporation Act.'

hereby given that we, the Is desire to form a company name of the "Atlia & Surprise mway Company, L!mited," for e of building, equipping and a single or double track or the listrict of Cassiar, in of British Columbia, near pers of Pine Creek join those thence along the valley of Creek to the most convennear where the said Pine is Surprise Lake in the said Disassiar; and also for the purpose ag, constructing, equipping and a telephone or telegraph line or nunection with the said tramway, power to build construction. ower to build, construct, equip branch lines.
T. H. WORSNOP.
FRED. J. WHITE.
LYMAN F. DUFF.

NOTICE. s after date I intend to apply ef Commissioner of Lands and permission to parchase 160 ad in Cassiar District, commen-nidway on the Southern bound-iam Field's land; thence south thence west 40 chalant thence hence west 40 chains thence hains; thence east 40 chains, to THOMAS TUGWELL.

NOTICE.

given that two months after date Johnson, intend to apply to the missioner of Lands and Works ission to purchase one hundred (160) acres of land situated at end of Surprise or Pine lake, district, described as follows, lng at a post marked North West eeorge Johnson, planted about (%) eer of a mile west of the outlet se or Pine lake; thence south 40 eence east 40 chains, thence north GEORGE JOHNSON.

after date I intend to apply 40 chains, to point of con-containing 160 acres. LEWIS LUKES. Arm, August 20, 1898.

hereby given that sixty days intend to apply to the Chief or of Lands and Works to purundred and sixty acres of land. Cass'ar District, Province of mbia: Commencing at a post on f Atlin Lake, marked "T. H. N.E. corner, about one and a containing in

th's the twenty-seventh day T. H. WORSNOP.

NOTICE

is hereby given that thirty date I intend to apply Honorable the Chief Composition of Lands and Works license to cut and carry away the following described lands. mencing at a staked marked iton's southeast corner, thence -fourths of a mile: thence west thence south three-fourths of a e east two miles to point of t, and comprising about nine sixty (960) acres. This land on the banks of Pine Creek, iar Mining District, B.C. OLIVER ROLSTON. nnett, B.C., Nov. 2nd, 1898.

NOTICE hereby given that thirty date I intend to morable the Chief Comfort Lands and Works for cense to cut and carry away
the following described lands.
encing at a stake marked
ly, northwest corner, thence unths of a mile; thence east ence north three-fourths of a west two miles to point of and containing about nine sixty (960) acres. This land the bank of Pine Creek, At-Mining District.
JOHN CONNELLY.

A male teacher for North school. Address E. J. Rosboard of school trustees, Northing P. O.

Mictoria Cimes.

VOL. 17.

VICTORIA, B. C., TUESDAY, NOVEMBER 22, 1898.

of Most Importance.

Asserted That Canada Must Revoke Preferential Trade If an Agreement on Reciprocity Is To Be Arrived At.

Washington, Nov. 17.—A high Cana-ian official to-day stated the Canadian One of the American experts said todian official to-day stated the Canadian view of the fisheries question as

nuestion. The position of the Canadian covernment is not, I think, very well ing, that the United States fishermen shall not have access to the inhabited coasts of the Canadian seaboard. On these coasts American fishermen are not entitled to land, save for four purposes specifically named in the treaty—namely, for food, water, shelter or repairs. The

instead of carrying it to Boston of Chocaester and going back empty, which entails loss of time. The United States purchased these privileges in 1854 by abolishing the duties on Canadian fish. It purchased them again by giving free fish in return under the Washington treaty of 1871; so also in 1888 the Bayard-Chamberlain project virtually grant-ed free fish in exchange for these privi-

ed free fish in exchange for these privileges.

"That project was defeated in the
United States senate," but the modus
vivendi which formed part of it, and is
in existence to-day, provides that American fishing vessels which desire to
have the benefit of the privileges snall
pay an innual tonnage tax to the Dominion freasury. Therefore it will be
seen that the United States has all along
accepted the Canadian interpretation of
article 1 of the treaty of 1818 as the
true interpretation. interpretation.

"This being the case, the United States is, I think, deband of from now claiming bonding privile as in Caradian ports for American fishermen as part and parcel of the general bonding privile is a constant of the general bonding privile in a constant of the general bonding private in existence between the two countries. The fact is, as said, that under the treaty of 1818 American fishermen have no right to land their fish in Canadian ports. If they had that right, the Canadian government would not hesitate for a moment to allow their fish to be sent in bond by rail or water. Nor is it a good tu quoque to say that the United States permits Canadian fishermen to bond Canadian fish in American ports. That is true as a matter of fact, but then there is no treaty, as in the other case, specifically excluding Canadian fishermen from going into American ports for that and other commer-

"The present Canadian administration Sir Wilfrid Laurier is the head, since entering office in 1896 has not ressed the Canadian interpretation too ard. Indeed, it has allowed American ishermen most all of the privileges referred to, whenever under special cir-

owever, by Canadian fishermen. "A Canadian fisherman and an Am erican fisherman are fishing side by side on the banks. The American fisherman sells his fish free of duty, of course, in the United States. The Canadian fisherman, on the other hand, has to pay a duty on his fish going to the United States, and when, in addition, he is asked, in the teeth of the treaty of 1818, to give his rival thus favored by circumstances all the easements and conve-niences involved in the commercial privieges obtainable in Canadian ports, he feels that he is being asked to assist that rival in compassing his future injury. This, I suppose, is only natural. It is only natural, too, that the Canadians should expect free fish, as in times past, in return for the concession of

"The Canadian government seems most anxious to have this question seted. It would infinitely prefer a friend-adjustment, commercial privileges in anadian ports being exchanged for the free admission of Canadian fish into the United States. If this is not done-1 am not making a threat, stating the bare truth-there is no alternative before it but to enforce the treaty. The matter is one of no particular importance to the United States, the fishing industry of New England being how relatively of no great account, and every friend of peace and amity between the two countries must earnest-

hope that a way out of the difficulty pay be found along the lines I have Washington, Nov. 17 .- The Anglo-American commission now in session here to adjust the difference between the nited States and Canada to-day held a engthy session upon the two subjects which are regarded as of most importance, namely, the North Atlantic fish-

eries and reciprocity.

The fisheries question was practically taken up for the first time, and it was uite definitely understood that the position of the Canadian government was made clear as favorable to granting en-larged rights to American fishermen in anadian waters of the North Atlantic f in return Canadian fish are admitted free of duty to American markets. It is expected that this will open up a wide range of discussion and an imnediate adjustment is not looked for. Concrening reciprocity, it has developed that while some progress is being made in considering certain articles which will be the basis of reciprocity, yet the American commissioners are likely to insist as a preliminary to any reciprocity law that Canada shall wipe out the feature of her tariff law which

gives Great Britain a preference of 25 per cent: on all tariff duties. If this important concession is made by Canada and conceded by Lord Herschell, who is looking after the interests of Great Britain, then it is said a reciprocity list probably will be agreed upon North Atlantic Fisheries and Reciprocity Are the Two Subjects Which Are Regarded as city list probably will be agreed upon. Without the abolition of preferential rates to Great Britain, the opinion is very positively expressed that a rec procity agreement cannot be reached. The reason for this, it is pointed out, is that the Canadian law giving Great Britain preference within the last year has diverted trade from the United States and turned it into British channels. The effect has been to reduce materially the sales of American cotton goods bardware and other lines in Canada and the sales of Cana goods, hardware and other lines in Can-ada and to increase the sales of British

day that the shipments of cotton cloth to Canada had fallen off from \$1,775,000 bllows: "The international com-nission will have a serious difficulty about one million dollars, due to the fact that British cotton cloths received a preference of 25 per cent. in the duties. The American commissioners feel that understood in the United States. The if they can succeed in having this Brit-treaty of 1818 provides, roughly speaking, that the United States fishermen or than any reciprocity agreement. The

these coasts American Insperment are the entitled to land, save for four purposes specifically named in the treaty—namely, for food, water, shelter or repairs. The object of the treaty was obviously to give Canadians exclusive control of their own coasts as a base of oppositions for carrying on the fisheries. Such has been the Canadian interpretation ever since the treaty was framed, and the United States has accepted it as the true interpretation.

"In 1854 the United States purchased the right to land on the Canadian coasts for other than the purposes fixing. American fishermen wish to buy bait in the control of the composition of the control of the control of the control of the control of the composition of the control of the composition of the control of th tation.

'In 1854 the United States are right to land on the Canadian coast of or other than the purposes fighted. American fishermen wish to buy bait in Canadian ports, to ship crews, to purchase supplies, including ice, and to bond their fish—that is, to tranship them in bond either by Canadian railways or to steamers bound for the United States, to tranship them in bond either by Canadian railways or to steamers bound for the United States, at they may get rid of their cargo have they may get rid of their cargo are they may get rid of their cargo last they are last they The suggestion of this international hody has come, it is understood, from Lord Herschell. Should such a body be appointed, it would do away with the chance of collision occurring between

A Frightful Accident Occurs on a Railway Near Jersey City This Morning During a Fog.

A Gang of Men at Work on the Track Struck by Train Running at High Speed.

Jersey City, N. J., Nov. 18.-Eleven men were killed and six injured this morning by being struck by an eastbound Pennsylvania train on the meadows east of Hackensack river. They were employed on the railroad and were hit by a train during a thick fog.

The train which ran down the gang of workmen was a local from Hilltown to Jersey City. It was due in Jersey City at 8 a.m. The fog delayed the train and the engineer, John Van Ostrand, was endeavoring to make up time. His train was running at a high rate of speed.

He did not suppose that the men were at work in the fog, and thought nothing would obstruct a quick run to Jersey ever, that once before negotiations Cirv. The first he knew of his train reached the point of settlement, only to cumstances they have put in a request to be permitted to enjoy them. This course of action is strongly disapproved, having run into anything was when the having run into anything was when the engine jarred. Then he heard cries of DR. IRELAND'S DISAPPEARANCE wounded men, and as soon as possible brought his train to a stop.

> Then the passengers got out and aided the train men in searching for the bodies of the victims. The fog had not lifted and the searchers had to feel their way. A train passed on the westbound track a few minutes before the eastbound train ran the men down. The smoke from the engine of the west-bound train went over on the east-bound track and prevented the men from seeing the approach of the east-bound train. Altogether there were twenty men in

the gang. They were in charge of Foreman Wm. Cork, of Jersey City. Three men escaped unhurt. Later-New York, Nov. 18.—The death list was increased to 12 this afterneon. Frank Schwaski expired at St. Francis hospital. His back was broken and he was injured internally.

Indian Government Engineer to Inspect

Canadian Canals.

Ottawa, Nov. 18.—E. F. Dawson, executive engineer of the Indian government at Bombay, is in the city. He had ment at Bombay, is in the city. He had an interview with the secretary of state. Mr. Dawson came to Canada to look over its canals. What he is specially interested in is irrigation. He will visit the Canadian "Soo" canal and have a run over the St. Lawrence canals.

A story is going the rounds to the effect that Mr. Mulock will receive a knighthood on Christmas day, when the knighthood on Christmas day, when the Imperial postage rate goes into effect.

A deputation of leading citizens Vermont last night presented to Firty-third battalion a beautiful "Old Glory" as a souvenir of the visit of the Ottawa corps to Burlington on the

Fourth of July. AN AUDITOR IN TROUBLE.

Omaha, Neb., Nov. 18—Fred. Beehl, who for 18 years was chief auditor for the Pacific Express Co., bas been placed on trial for the embezzlement of funds. Erastus Young, auditor of the Union Pacific railroad, who succeeded Beehl long enough to make an investigation, which it is alleged, developed that about \$150,000 of the company's funds had been squandered, furnished evidence for the prosecution. The first witness to testify was one of the clerks under Beehl. He testified to having forced the balance frequently, at one time adding \$20,000 to make the books balance. These irregularities have been going on for ten years, he said.

Wheat-Laden Craft From Tacoma for Africa Battered to Pieces on the Rocky Coast of Oregon.

Of a Crew of Thirty Men on the Ill-Fated Ship Only Two Succeed in Reaching Shore.

miles below here, that the sailing vessel Atlantic is ashore. She had a crew of 30 men on board and only two got ashore alive. The vessel is dismantled. She was bound from Tacoma for an African port with wheat. The vessel

has broken in two. A life saving crew has gone to the scene. The Atlantic was about 2,300 aged nine.

The names of the entire crew are not obtainable, but those who joined the ship in Tacoma and signed before British Vice-Consul Alexander are: D. F. Green, 31 Chapel Place, Dublin; J. Webber, 132 Forty-Second street, New York; S. A. Jacobsen, Stockholm; K. Smith, Finsbury; G. Covalis, Callao; J. Tones, Valparaiso; N. Sorensen, Bergen; G. Fraser, 329 Monroe street, Philadelphia; R. Codd, 74 Flanders street, Liverpool; J. Marks, Brightwood Addition. Indianapolis. wood Addition, Indianapolis.

The general opinion among shipping

men and shipmasters of Tacoma as to how the disaster to the Atlanta came about is that Capt. McBride was caught in a heavy southwest gale after being the Canadian officials and American given an offing by the tug outside of fishing vessels during the approaching Cape Flattery. The weather came on thick, and the ship picked up the southeasterly set of the Japan current running down the coast. This set, together with his lee drift, brought McBride into the breakers

before he was aware of his position,

there being no clear weather for an o This theory is made the more plausible through the fact that the Atlanta was obliged to take anchorage in Clailam Bay in the straits on account of the heavy southwest gale and nasty sea working outside Cape Flattery when he arrived down from Tacoma. He was wind bound some ten hours and then proceeded to sea. Newport, near where the Atlantic was lost, is located on an indentation in the long even coast line of Oregon, in Benton county. The place is a dangerous one at best, safe anchorage almost impossible to obtain, and many a good ship has gone to pieces on that nhospitable coast.

RAILWAY RIVALRIES.

Montreal, Que., Nov. 18.-There is every prospect of the differences between the Grand Trunk railway and Canadian Pacific railway being definitely settled within a few days. Negotiations have proceeded most harmoniously and are practically concluded. Under the agree-ment the Toronto to North Bay line of the Grand Trunk railway will again be used by the Canadian Pacific railway, though not on the old basis. The quition of the northwest business will settled by each road taking a section of territory in Eastern Ontario, which the other will not touch, for the northwest business. It must be remembered, howbreak down.

The Missing Man Carried Insurance Amounting to \$32,000.

Montreal, Nov. 18 .- It transpires that the insurance taken out by Dr. Ireland on his life amounted to the large total of \$32,000. Policies for \$10,000 were laced with the Sun Life; Canada \$5,000; London & Lancashire, \$5,000; I.O.O.F., \$9,000; A.O.U.W., \$2,000; Royal Templars, \$3,000, and other companies. Many of these policies were of recent date. In view of these facts some think there might be reasonable or at least intelligible, explanation of Ireland's disappearance. Mrs. land has applied to the Sun Life for forms of proof of death, and these have been supplied her. Upon these she will be able to state what the proofs of death are, and the company will be able to judge of their reasonableness when

CANADIAN BRIEFS.

Toronto, Nov. 18.—In the police court this morning, Wm. White and Jas. Brady, notorious characters identified with several burglaries and wanted in various places, were sentenced to three and four years in the Kingston peniten-

tiary.
Montreal, Nov. 18.—The again revived that Lord Strathcona and Mount Royal will very handsomely endow the Royal Victoria College. It is now stated that the endowment fund that will come from Lord Strathcome in in the vicinity of \$1,000,000. Orillia, Nov. 18.—Thos. Moffatt, a con-

stable, was fined \$50 and costs for abus-ing a drunk and disorderly man whom e arrested last August. Belleville, Nov. 18.—Frank Harvey, a tramp, who shot Robt. Perry, at Tweed was sentenced to 18 months in the Central prison. Montreal, Nov. 17 .- Foreman Robert

Reid of the Grand Trunk elevator at Midland, Ont., has been fined \$5 and costs for breach of the Lord's Day act working on Sunday.
Halifax, Nov. 17.—The British gunboat Pelican returned to Halifax to-day from Sydney. C.B., and it is understood that she will accompany the flagship Renown to the West Indies. The military authorities have been ad-

ised that the Beaver line steamer Gallia has been chartered to leave Portsmouth for Halifax and Esquimalt.

Toronto, Nov. 17.—There is a rumor that the Grand Trunk meditates selling to the Wabash its three branch lines in

Michigan, namely, the Detroit, Grand Haven & Milwaukee, the Toledo, Sag-inaw & Muskegon, and the Cincinnati, Saginaw & Mackinaw. These have in all a mileage of 339, and have been a bad investment for the Grand Trunk It is also rumored that the Canadian Pacific proposes cancelling its arrange-ments with the Wabash for running

rights over its line between Detroit and Chicago. Toronto, Nov. 17 .- Ames C. Bates, young dentist, was arrested this after noon, charged with seducing a young wo man from the country who came to his office yesterday in answer to an advertisement he had put in for a female as

sistant. Toronto, Nov. 17 .- Prof. Albert Dray Newport, Ore., Nov. 18.—News has just been received from Alsea bay, 16 wiles below here that the sailing yes-

Winnipeg, Nov. 17.—Mayor Andrews beturned to day from England. He declined to go into the details of his negotiations for the sale of the water works. bonds until he reports to the council.
Winnipeg, Nov. 17.—Superintendent McIntyre of the Winnipeg public schools lost two of his children by diphtheria yesterday, a son aged six and a daughter

Winnipeg, Nov. 17.-Lieut. P. Hyborn of the First Hussars, London, met with an accident this afternoon while on outpost duty with B squadron, under Capt. Williams, D. O. C., to which he is attached. He was crossing the railway track about seven miles from this city, when his horse stumbled and fell on him, causing injuries to his back. He is now confined to his room, but it is hoped he will soon be able to return to

Montreal, Nov. 17.-The Canadian Pa cific railway company's traffic receipts for the week ending November 14 were \$556,000; for the same week of last year they were \$632,000.

Toronto, Nov. 17 .- The Wicksteed es tafe at Ottawa paid about \$6,000 succession duty, and the estate of the late Sir Casimir Gzowski paid \$24,000 to the Ontario government to-day. So far succession duties have totalled for the year \$140,000. The estimate for the year is

Quebec. Nov. 17.—The Montmorency Cotton Mills company is making a large shipment of cotton to Zanzibar by the steamship Ashantee, now loading. This is the first shipment of cotton to Zanzi-bar by Canadian mills.

Britain to Call France to Time Over French Shore Question in the Negotiations Which Are Approaching.

Report of the Commission Which Lately Returned Will Prove of Grave Import-Canadian Defence.

Toronto, Nov. 18 .- The Globe's London special says: The French shore question in connection with Newfoundland is attracting a good deal of attention since Mr. Chamberlain's speech. There is good reason to believe that the report of the commission which lately returned will prove of grave import. The likelihood is that the question will be included with a number of others in

Britain which are approaching. There is good reason for stating that while the home and Canadian governments intend to completely reorganize the Canadian system of defence, Major-

thought of further considering the ques-tion of a Pacific cable until Canada see palace may be regarded as a sort of

Nothing has been done here regarding the fast Atlantic steamship service since the Peterson scheme lapsed.

NEWS OF VANCOUVER. Prize Fighters' Difficulties - Purser Smythe of the Coquitlam

Vancouver, Nov. 19 .- Scurry and Welsh, the latter of Australia, should have fought 10 rounds last night. A big crowd was present but when the procrowd was present, but when the preliminaries were called the police asked
the management to produce a license.

They could not end the authorities orThey could not end the authorities or-They could not, and the authorities ordered the hall to be cleared. Some money was given back at the door, but it was stated that the license will be secured and the mill come off this evening. The winner will challenge Hill, of Victoria. The steamer Coquitlam has arrived in port after an extremely rough trip from the north. On the way north Purser Smythe fell down the hold, a distance of 20 feet. He sustained such injuries that on the return south he had to be put ashore at Shoal Bay. It is not thought he will live. Off Sechelt the vessel was driven by a storm on to the rocks. She soon got off, but the pumps had to be kept going all the way to port.

W. E. Grant, son of A. Grant, of Port. Angeles, jumped off the Union wharf early this morning. It is thought he tried to commit suicide. He was rescued in the nick of time by Capt. Nicholls, of the Leonora, who heard the splash.

was brought round after two hours' hard work. The special committee appointed at the Golden Cache meeting met the directors last night. They decided, if legal, to recommend to the shareholders the issue of \$20,000 of bonds at six per cent., the money thus obtained to

used in developing the old ledge. C. Whilett and Thos. Leach were arrested vesterday, charged with having robbed Natham Kauffman of a watch and chain valued at \$110 and \$35 in cash in the Atlantic saloon.

It is said that John Harris, of Vancouver, has sold to Ontario people five claims on Hunker Creek for \$50,000.

American Peace Commissioners Preparing Another Ultimatum Regarding Philippines to Their Vanquished Foe.

The United States Willing to Tender a Lump Sum as Reimbursement for Any Legitimate Pacific Expenditures.

Washington, Nov. 18 .- The two new points laid down by Spanish peace commissioners in the answer presented by them at Wednesday's session of the joint commission will not be permitted tochange the attitude of the United States commissioners. These points were, in ed here by the extraordinary conduct of substance, that the Spaniards would not permit any question to be raised as to the authority of the Spanish government to pledge the resources of the Philippines to meet the Philippine loan, and that they could not permit an accounting of the method in which the proceeds of this loan had been expend-

There is reason to believe that the Spanish purposes is to conceal enormons defalcations by Spanish officials who have governed the Philippines since the issue of the loan. The ostensible reason is to be able to plead inability to state what the "pacific expenditures" have been on account of the Philippines, which was all that the United States

The ver, in anticipation versive dealings, have supplied American commissioners with instructions which exactly meet the case. They know approximately just about what is the value of the public works in the Philippines, having ascertained this from private but thoroughly reliable sources. Knowing this, they can afford the facts, and the facts are the facts and the facts. fering in a lump sum as many million dollars as is deemed fair and just to tender for the Spanish properties, requiring and tendering no statement or calculation as a basis for this offer.

Thus there will be avoided the danger of a long wrangle over complex state-

of a long wrangle over complex state ments of figures, and the issue will be made with perfect clearness. It is be lieved that the Spanish commissioners finally will accept this offer, though it is fully expected that when the commission reaches the point of naming sums of money and has left behind it all of the irrelevant discussion touching sovereignty, the Spanish commissioners may make a determined effort to secure larger allowances than the president has

Judging, however, by the conduct of the American commissioners up to this point, there will be very little latitude Kept Too Close in Shore in Order to Get allowed the Spaniards in this matter, and it is believed that they have come to appreciate the fact that the American it was at the beginning, erican diplomacy is straightforward at

the negotiations between France and Reitain which are constrainted by President Faure to Senor Montero Rios and his fellow commissioners. Finally, at 9 o'clock last night, President Faure received the Am- about four miles below Alsea bay, and erican commissioners at Elysee palace, where a comic opera entertainment was given in their honor. Some surprise is expressed among the members of the toothpicks, carrying the rigging and General Hutton carried no special orders American colony at the bestowal of a with him to Canada. with him to Canada.

It is learned from an official source that the Imperial government has no thought of further arrival and others are asking themselves compensation to the Americans, whose feelings may have been wounded by the bestowal of the Spanish decoration upon When they final M. Faure before the conclusion of the broken in two and waves were washing

eace negotiations.

The United States commissioners are devoting to-day, as they did yesterday, to formulating their next presentation for the consideration of the Spanish

while the Americans are reticent as to their intention, it may be said with-out reserve that the occasion is near any obligation to the creditors of Spain in any shape or form. In other words, the Americans will not guarantee any of the Spanish bonds, even though Spain may have mortgaged as security the revenues of the territory to be taken by the United States. As set forth in these dispatches on October 31st, and previously, the United States may now balance its ledger, debiting Spain with the value of the battleship Maine, the cost of the naval and military operations, osses incurred by American commerce, and the future pension role, etc., while on the other side of the sheet may be placed Spain's equities and values in the Philippine islands. If a difference found to exist in favor of Spain found to exist in favor of spain an amount in cash may be offered her by the American commissioners at the next joint session here. What this balance may be is not definitely known; but it may be about \$20,000,000 or possibly less. The Americans may also require until next Monday or Tuesday to presented the commission of their case. pare a final presentation of their case.

To VISIT TAMPA.

Toronto, Nov. 18. — The public school board has accepted the invitation of Hon. Wm. D. Bloxham, governor of Florida, to send a drill company of 50 public school boys to visit Tampa, Florida, in February. 1899, when similar companies of boys from the various states of the Union will also be in Tampa. The raliways have made special arrangements for the occasion, so that the expense will be slight.

Some members of the board were of opinion that it would be nore patriotic to send boys to the historical scenes of Quebec or to Lundy's lane; but on the whole it was thought the Florida trip would do more towards fostering the friendliness between the United States and Canada, besides giving a desirable advertisement to Canada.

OYA

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A CAPTAIN'S STRANGE ACT. Puts to Sea In Disobedience of Orders From the Admiralty.

Queenstown, Nov. 18.—Something in the nature of a sensation has been caus-Capt. Johnston, commander of the British steamer Briardene, which arrived for ten days. Since that time the Briardene has been repairing for a passage

The Briardene was seized this morning by a marshal of the admiralty court for debt, and a bailiff was placed on board of her. The captain determined to defy the court, and started for Dela-ware breakwater, but the pilot who was on board refused to navigate the ship The United States government, however, in anticipation of some such evasive dealings, have supplied the American commissioners with instance of the captain attempted to do so and grounded the Briardene off Haul bowline. Two hours later the was floated off. In the meanwhile the out of the harbor, with the result that

the little pinnace following in pursuit. The race was watched by excited crowds ashore. Off Spike island the Briardene and the latter gave up the pursuit.

Lost Atlantic Was Racing With Another Ship When She Went To Her Doom on Oregon's Coast.

vivor's Story.

Portland, Nov. 19 .- One of the surall points.

Paris, Nov. 18.—There were three official functions yesterday afternoon and evening here which aroused considerate the control of the survivors of the ill-fated Atlantic claims that the wreck was due to the carelessvivors of the ill-fated Atlantic claims

ing the light at Cape Foul about one mile and a half from the shore. The ship struck with such terrific force as to snap the masts off like

everything with them.

The two survivors after reaching land made their way to a cabin and awakening the occupants, started them for The farmers were very slow in notifying the life-saving station at South Beach, 20 miles away, and they did not reach the wreck for ten hours When they finally arrived the ship had

Newport, near where the Atlantic was lost, is located in Benton. The place is a dangerous one at best, safe anchorage being almost impossible to obtain, and many good vessels have gone to pieces on that coast. The wreck occurred between Newport and Alsea bay, the latter point being about 100 miles north of Goose bay, and in all the 100 miles there is not a spot where a ship can safely land. Captain Chas. MacBride, or "Prince Charlie," as he was best known, was a

TROUBLE AT MANILA. Street Row Results in Death of One American and Wounding of

Three. Manila, Nov. 19 .- Three Filipino natives last night hired a carriage and afterwards became engaged in a dispute with the driver regarding the fare. Some the American military police attempt ed to arrest them, but the latter resisted and Sergeant Price, of the Minnesott regiment, was stabbed and killed, and three other American soldiers, Maher Montgomery and Hoyt, were Maher shot one native dead. The others

It is reported that Iloilo, capital of the island of Pana, is in the hands of the insurgents. The United States cruiser Charleston and United States gunboat Concord have gone there.

The Spanish cruisers Isla de Cuba and Isla de Luzen, which were sunk during the battle of Manila, have been re-

floated and docked at Cavite.

The United States gunboat Mulloch has left Manila on her way home. The Philippines provinces have suf-fered from the severest typhoon in years. Maloloso, headquarters Aguinaldo, has been damaged many villages have been destroyed.

The merchants of this city have decided to established a chamber of commerce, which, by Spanish law, they were previously precluded from doing.

A BROADWAY BLAZE.

New York, Nov. 19.—The building at 72 and 74 Broadway was damaged by fire to the extent of \$75,000 early this