THE RELATION OF A PROPERTY OF THE PARTY OF THE

It is our pleasant privilege to lay before the people of Victoria to-day what we are persuaded is the best bit of news that has come to this city for many a long year. The telegram from Messrs. issue of the Times, is self-explanatory.

There is now good reason to believe that this great undertaking will enter the region of practical things and remain no longer in the domain of theory. It is not only Mr. Sorby who is to be congratulated, for the people of Victoria are equally entitled to felicitations.

Mr. Sorby has fought a long, hard batile against entrenched prejudice, against determined hostility, into which the per- ures should be promptly introduced dealsonal element entered far too much, he has overcome almost invincible opposihas overcome almost invincible opposition, and even down to the latest hour he ployees may be better safeguarded. In has had to struggle against wrong-head- England this automatic coupling quesedness in quarters where it was least to to the other, been presented through the be expected. It is astounding to learn that press mainly from the standpoint of the even the question of his expenses to Otimated, no doubt, by the desire for extawa has been made the subject of a pert information to present to their readmost humiliating wrangle, publication of ers, have freely admitted such matter to the pitiful details of which might bring their columns. the blush of shame to the cheek of every Victorian who has a spark of pride in his information of all the accidents occurring composition. But happily that is all past to their servants. They gave totals, forgetfulness.

Of one thing we are tolerably sure, and that is that when Mr. Sorby reaches Ottawa a flood of much-needed light will would be fined £100 for every case of Le shed upon the matter, and the minis- death which was found unrecorded, and ters and the engineers will have reason four cases to start with were notified. to feel thankful to find that they are dealing with a man who knows what he is talking about, and who is totally free from the petty parochialism which is the curse of certain communities.

Perhaps Victoria is nearer the accomplishment of the greatest undertaking than even the most sanguine admirers of in coupling and uncoupling. the harbor improvement scheme imagine. When Victoria has that harbor it will no longer be the Victoria of old, but the Montreal of the West.

VICTORY FOR THE PEOPLE.

By the decision of the Supreme Court of Canada in the case of Hobbs versus pected immunity suffered accidents. the Esquimalt & Nanaimo Railway Comtany, a sharp lesson has been taught to corporations that they cannot bluff themselves out of their obligations.

The case which was decided yesterday is one with the particulars of which the people of Victoria are already familiar mildly to say that the people generally of the court. The next tribunal to which of Canada had settled the case the othdecision published in ithed Times yester-

the deposit is of enormous value. Congratulations of the heartiest kind are therefore in order to Mr. Hobbs, land. The accidents were still proporselves are to be congratulated on what is shunting operations. The delegates, howin effect a victory for public rights.

ENFORCE THE LAW.

---If it be true that the filthy condition of Chinese swine pens in the neighborhood of Victoria has been the cause of the States on behalf of the men, returned the alarming outhreak of hog cholera, by the same vessel, and said that by authe authorities should immediately force those people to obey the laws.

It is simply monstrous that the Chinese should be permitted to do as they mass meeting of railway men held recentplease in this country, and set at de- ly at the Holborn Town Hall Mr. Bell government railways. fiance all the ordinary decencies of civilized life. Even if they behaved themselves their presence here would be an ly and that the only reason for delaying injury to the country, but that they are , the reform in England was on the ground allowed to treat with contempt ordin- of expense. public health is a little beyond endur-

cultar notions of the Chinese should be amputation, and from shock to the sysrespected and that they ought not to be of sprains and pinches, who linger menth interfered with, as there is sometimes a after month and again and again lie ungood deal of religion mixed up with even der the surgical knife on the operating the most ordinary-looking practices. It table of a hospital till death mercifully is true that there seems to be nothing is given. in the Chinese code of religion and ethics It is time that the law should step in be no godliness, it is for the practical entertain, to conform to western notions

their premises in decent order. which are taken every day with perfect ily find himself in the tails of the law. ton, who died after eight days of linger-It is absurd to let those dead-heads go ing agony, popular sympathy should be on as they have been going: they should aroused, and for the cause of humanity be pulled up with a round turn and made direct appeal should be made to our

he lands in Canada is a bath, and the police should see to it that he is kept intimately acquainted with that glorious institution of white civilization all the time that he remains with us.

It is reported that the state of those Chinese pig pens is shocking beyond description, and that they are a distinct me Prior and Earle to Mr. Thomas C. Sorby, nace to the public health. With this evi- Proposed Purchase of Drummond which we publish in the first page of this dence to go upon it only remains for the authorities to force the Chinese to cleanse those nens and to see that they are not again allowed to get into that

PROTECT OUR WORKMEN.

To the Editor: Your, editorial in last week's issue of the Times on "The Safety of Workmen," having reference to the untimely death of Brakeman Houston due to an accident which happened to him while coupling some cars at Wellington, was well-timed, and legislative measing with the automatic railway-coupling system, putting in operation protective tion has, from one end of the kingdom wagon owner, and newspaper editors, an-

The railway companies in 1872 were supposed to supply to the Board of Trade take place on June 20. now, and it is better it should rot in which the Board of Trade more than suspected to be untrue, and took certain measures to prove them so. The Board of Trade thereupon threatened the Lancashire & Yorkshire Railway that it The following year this railway actually returned 1,000 accidents to its servants for 100 the year before, and at a bound nearly every other railway more or less increased their own returns. By 1882 the railways acknowledged to 1.677 shunting accidents alone, out of a body of 12,000 men, and the raffway servants and the press took it up and until 1887 the quesever contemplated in Western Canada, tion was a public one, more particularly

In 1887 that blessed appliance the shunt ing pole became the accepted saftey appliance for shunting, and for a time pubdenunciation of railways ceased. A wonderful reduction in shunting accidents was of course certain, but in five years the annual returns had gone up to 45 per cent., and no less that 2,086 shunters who reasonably might have ex-

To fully understand this serious state of things it should be known that this increase had occurred during a period of constant and increasing care by railway management and railway officials of all grades, who had striven to minimize the danger by better regulations, by looser chains, by better constructed wagons, and, not least, with fuller and more gen-Great interest was taken in the case from eral Board of Trade supervision, justined its inception, and it is stating the fact by the increasing use of this far-famed nting pole. In 1895 the Board of are very well satisfication the decision Trade, convinced that the railways were not making a full disclosure, gave a twist of the official screw. At once the 1,568 | 30 last. The Minister of Finance replied the corporation can appeal is the Privy shunting accidents of 1895 were found to that until the arbitrators have made Council, and if that body were to decide be understated by nearly to per cent., for their final awards the indebtedness of in their favor after the Supreme Court in 1896 they recorded no less than 2,684. the Province of Ontario to the Dominion that for a quarter of a century the truth exactly determined; but an approximaer way and the Fuff Court of British has been deliberately suppressed. The tion of the indebtedness modified Chief Jus- recorded deaths by railways from shunt- \$1,650,000, which does not include any tice Davie's decision, it would be one of ing are simply deaths acknowledged to. amount for the claims made by the Dothe most curious examples on record of Delegates from the Midland Railway. the law's extreme uncertainty. By the Great Northern Railway, Great Western Railway and Great Eastern Railway were recently despatched to the United day Mr. Hobbs becomes the owner of the States to make inquiries regarding the proximate indebtedness four per cent. ccal lying in the area which was in dispute, and we are led to understand that and upon their return (by the Cunard steamer Lucania) stated that the American system of automatic coupling was no better than the method in use in Eng-

> Companies Association. Mr. Bell, general secretary of the Railway Servants Union, who also went to tomatic couplings there would be a great saving of life and limb, and we workpanies were reduced by its use, and at a the I. C. R. from Fraserville to Levis delivered a strong speech on the automatic couplings question, declaring that

couplings. Their report would be sub-

In Canada, for one case, returned as least two other cases of shunters who either die of tetanus, following the fear-There is a foolish theory that the pe- ful crushing, or from exhaustion after

which corresponds to that in ours which and compel all railway companies to says: "Cleanliness is next to godliness," adopt a uniform coupler on the autonevertheless, where the evidence is so matic principle. The lives of the railplain that without cleanliness there can way workingmen should be protected by employers, whose negligence or selfishhand of the law to compel all immi- ness is in a fair measure responsible for grants, no matter where they come from, the accident. Directors of railways in or what form of religious belief they may England never know the whole truth concerning the loss of life among the employees, and never want to know it, or to of cleanliness, and keep themselves and be made to realize the extent of the misery, sorrow and suffering the present It is a queer fact that if a white man system of coupling cars creates. It is the were to attempt to take the liberties widows and orphans and sorrowful parents that are left behind who have to realize this suffering, and in the case of impunity by the Chinese, he would speed- the unfortunate man, Brakeman Housto understand that this is not the slums panies in Canada be compelled to adopt of Canton, and that if they want to live some system of uniform coupler, wherehere they must behave themselves de- by the life of the workman will be less here they must behave themselves decently. The very first thing the Chinese immigrant should be introduced to when Galiano, B. C., May 29, 1899.

Dominion Parliament

County Railway Again -Discussed.

Deadman's Island Trouble-Federai Indebtedness to Ontario.

Ottawa, May 26 .- At the opening of the House of Commons yesterday the Minister of Inland Revenue introduced a bill to amend the Weights and Measures Act, the object of which is to secure a standard size of barrel which will apply to the export trade in apples from Nova Scotia. This, along with other proposed amendments to the same statute will be dealt with at the same time in committee of the whole House.

Scott Act in Brome. In reply to a question by Mr. Moore as to the delay in taking the vote in Brome county on the repeal of the Scott Act the First Minister stated that there has been no unusual delay. Voting will

No Pledge Was Given.

In reply to a question by Mr. Foster the Minister of Railways stated that no promise has been made either officially otherwise for the purchase of the Canada Eastern Railway in New Bruns-

Mr. Costigan Will Explain.

Mr. John Costigan had intended addressing to the House a few words of private explanation as to the reasons for his support of the government policy in certain lines. Owing to the absence, however, of the leader of the Opposition he announced that he would deal with the subject to-day.

Deadman's Island. Sir Charles Hibbert Tupper renewed his request for the production of returns already moved for. Incidentally he referred to the papers in connection with the Deadman's Island lease, to Mr. gate's company. The Minister of Militia and Defence, in the course of a brief reply, observed that the rental obtained for the island is larger than was offered by a private company during the late government's tenure of office. Further than this, the rental of a valuable property in Vancouver owned by the government, aggregating nine hundred and fifty acres, is only one dollar a year, and a member of the Vancouver deputation recently in Ottawa was authority for the statement that the government of Sir Hibbert Tupper was at one time a member was prepared to hand over this very island to a private company for a consideration of one dollar a year,

Ontario and Federal Accounts. Mr. Foster made an enquiry agato the Ontario and the Federal government's indebtedness toward each other on June There has thus been completed evidence government on June 30, 1898, cannot be was made at minion for payments to the Indians under the Robinson treaties and Treaty No. 3, as these claims are before the courts and the arbitrators. On this apwas chargeable in accordance with the agreement made with the provinces in 1894. There have been at the credit of the Province of Ontario since Confederation; The Upper Canada Grammar School Fund, \$312,769; the Upper Canwhile at the same time the people them- tionate to one-fifth of those arising from ada Building Fund, now amounting o \$1,597,076, and Ontario's share of the ever, would not express themselves as to Common School Fund, which now whether they were in favor of automatic amounts to \$2,521,501. On amounts five per cent, interest has been mitted to the United States Railway allowed. Pending a final settlement of the accounts, \$95,000 was paid to the province as interest on the indebted-

Intercolonial Divisions.

In reply to a question by Mr. Gauvreau (Temiscouata) the Minister of Railways stated that the recommendation ing expenses in favor of railway com- for the change of the superintendent of was made by the general manager of

Canadian Shops Are Busy.

ness.

In reply to a question by Mr. Clarke (West Toronto) the Minister of Railways stated that sixteen palace and sleeping cars were ordered by the govenment for the I. C. R. between Januances designed for the protection of the land and an end on the spot there have been at killed on the spot there have been at were given to the Crossen Car Company were given to the Crossen Car Company and to the Wagner Palace Car Company for eight each. Tenders were not called in 1888 for five, but tenders were

> "Great Haste is Not Always Good Speed."

Many people trust to luck to pull them through, and are often disappointed. Do not dilly-dally in matters of health. With it you can accomplish miracles. Without it you are "no good." Keep the liver, kidneys, bowels and blood healthy by the use of Hood's Sar-saparilla. the faultless blood purifier. Rheumatism-"I had acute rheuma-lism in my limb and foot. I commenced treatment with Hood's Sarsaparilla and Hood's Pills and in a short time was cured." WILLIAM HASKETT, Brantford, Ont.

Scrofula-" I was troubled with scrofula and impure blood. A cut on my arm would not heal. Hood's Sarsaparilla was recommended and after I had taken three bottles I was well." DANIEL ROBINSON, 52% Treauley Street, Toronto, Ont. Hood's Sarsaparilla

Never Disappoint

called for eleven. Tenders were recently called for, when the contract had to be given to the Wagner Palace Car Company, the Canadian firms being overcrowded with work.

Drummond County Railway. Mr. R. L. Borden (Halifax) resumed the debate upon the government's resolution for the purchase of the Drummond County Railway. From Mr. Wainwright's evidence of last session Mr. Borden gathered that the government kine will not proportionately use the Grand Trunk Railway terminals at Montreal anything like as much as the G. T. R. will do. Yet, however, the I. C. R. is to pay half the cost. With ordinary precautions on the part of the Minister of Railways a much better bargain could have been obtained. Inciden ally Mr. Borden approved of making Halifax the main deep-water terminus of the I. C. R., and of stationing agents in the west to gain business for the government line. It was absurd for the Minister of Railways to talk of other roads providing the freight. The bargain in connection with the Drummond County line was bad enough, but that with the G. T. R. was even worse.

Mr. Colin McIsaac (Antigonish), who

was one of those associated with the Drummond County Railway investigation of last session, followed from the government side. He found that there were three points to be considered in connection with the matter, (1) as to the desirability of extending the I. C. R. to Montreal, (2) as to whether the Drummond County line was the best available, and (3) whether the price was right. As to the first of these points, seemed to him that both sides of the House were in full accord. As to the second, the evidence of Mr. Rufus Pope, M. P., and Mr. William Wainwright, satisfied him that this was indeed the best road. On the third point, Mr. Mc-Isaac relied upon the testimony of such expert witnesses as Mr. Collingwood Schreiber and Mr. McLeod, an engineer, whose ability both sides had full confidence. Mr. Schrieber's estimate of 1894 including the \$100,000 which would have to be added for necessary improvements, was \$1,535,000, while the present arrrangement now contemplates takwhole line, forty-three miles of which is far above I. C. R. standard, at a much smaller figure. Mr. McLeod, who knew the line perfectly. estimated that the road cost \$2,356,000. Mr. Greenshield's statement as to the actual cost was from \$2,100,000 to \$2.-250,000. Mr. Farwell, the Conservative partner of Mr. Greenshields, placed the cost at \$2,500,000, and Mr. Newton. secretary of the company, at \$2,000,000 exclusive of the \$100,000 for improvements. Mr. Wainwright believed the line was well worth the \$12,000 a mile proposed to be paid for it, and that it would not entertain the argument that that they refuse to accept responsibility in the price paid should be the value to right to make the best bargain possible. The suggestion 'made that the line should have been expropriated came with are all horsemen in this part of the counpoor grace from a party which had by try; hence the necessity of having strong this method squandered \$150,000 on the bidles of cavalry to patrol the disaffected St. Charles branch of the L C. R. only districts. Chakmak is a pass leading from dent McKiniey will give him this numfourteen miles in length.

the road was worth but \$500,000, exclusive Manila Times of the 27th April: A hand-Minister had himself stated on one occasion been presented by Messrs, McLeod & Co., that the line could be had for that figure. of Manilla, to Captain Cowper, of the Brit-Mr. Powell found that the properforate purpose of holding him to ransom. cost according to mileage of the Montreal upon that section. For the eight months tried by court-martial and condemned to cost to the C. P. R. for each additional determination of the Filipino government G. T. R. The committee of last session yielding on the part of any officers or men had done its duty in investigating the in the army, merits of the agreement. He could not, teen hanged upon less evidence of corruptee. To his mind at least the transaction out to be a recruiting office of the insur-

savored of fraud and corruntien that the whole point at issue was as to gether with plenty of evidence in the shape whether the bargain was improvident or of books and newspapers the reverse. After elaborating this point The police, says the Times, have been Singapore, where she is expected to aral of the government's bargain, he moved appearance and actions of its inmates and the adjournment of the debate, which is to be continued at to-day's sitting.

Coteau Landing Dredging.

The Minister of Public Works brought down yesterday a return of correspondence in connection with the awarding to Thomas Gauthier, of Montreal, of the contract for dredging at Coteau Landing. The return seemed to show that the rush of traffic made the work urgently necessary. The contract price was \$8 per hour of work. and that the estimated cost of the work was \$21,000. The amount paid for dredging at Cofeau Landing in 1807 and 1808 was \$17,303, 129,850 cubic yards of material being taken out Another return presented by the Minister

of Mil'tia, bearing upon the lease of the Isle aux Noix property, goes to show that P. Smith, of St. Armand, paid \$80 per annum rental for the island from May, 1890. to April. 1897; 'that from April, 1897, to April, 1899, the island was in military charge, and that on May 1, 1899, it was leased to the Richelieu River Navigation Company, for ten years, at \$150 per annum. IN THE SENATE.

The following bills from the House Commons were read a second time and referred to committee: Acts respecting the Cobourg, Northumberland & Pacific Railway Company; to incorporate the Arthabasca Railway Company; respecting the Lindsay, Bobcaygeon & Pontypool Railway Company: respecting the Home Life Association of Canada; to confer on the com nissioner of patents certain powers for the relief of George L. Williams; respecting the Columbia & Western Railway Company, and respecting the Quebec Steamship Company. The motion for the second reading of the bill to incorporate the Chemin de Fer de Colonization du Nord was allowed to stand at the request of the Hon David Mills as it did not contain the state ment that the work was for the general henefit of Canada. Senator Vidal, on the second reading of the bill to amend the Priminal Code, Mr. Charlton's bill, said ne understood that there was a second bill of the same nature and it would be more convenient to discuss them together. The

metion was allowed to stand.

of the Orient

Mail Advices Received by the Kinshiu Maru From the Far East.

Fire Wipes Out a Japanese Village-Uncensored News From Manila

Advices brought by the steamer Kinshiu Maru tell of an immense conflagration at Yamogata, Japan, which completely swept the village out of existence. Six hundred nildings and eleven Buddh'stic temples and shrines were destroyed. Numbers of natives lost their lives. The conflagration was caused by sparks from fireworks failing on the thatched roofs of the bamboo

cottages. According to news from Hongkong by the teamer the recent attack upon the British flag and its defenders at Taipohu in the Kowloon extension has long been premeditated and pre-arranged. It is said that as early as last autumn leaders of the Tr'ed Society solicited subscriptions, and, order to coerce the natives, used threats. The Fatshanites-always a turbulent and oreigner-hating community-responded liberally and generously to support their patriotic fellow-countrymen, in their atempts to prevent the aggressive Britisher from gaining a peaceful possession of the recently ceded territory. The inhabitants of the villages situated at the centre of the trouble were forced to give their quota nder pains and penaities. The rowdies threatened to burn the villages, and decimate the people with the sword. One thing is evidently believed at Hongkong, viz., that the whole business was previously known and arranged.

The N. C. Daily News has rece'ved the following news of the repulse of a band of Cossacks by Chinese at Kashgaria: "A force of Cossacks from the Russian side of the frontier tried, on the 3rd of April, to cross the Chakmak Pass, but were suc cessfully opposed by a squadron of Chinese and Burut Khirghix troopers. After several hours' desultory firing the Cossacks ecrossed to their own side, just as two mountain guns brought up from the for ten miles to the east began to fire on them Reinforcements are urgently needed both in Kashgaria as well as in Ili. Great anxiety is felt about the present state of affairs in the New Dominion. The Taotai and the general commanding here (Karhga) worth \$2,225,000. Mr. McIsaac city) have jointly petitioned Governor Jao suppressing outbreaks among the Mahome owners. The road had a perfect ans here unless reinforcements be promptly sent to them. At least 5,000 infantry and 3,000 cavalry are required at once. They

Pamir into the Yengishar district." Mr. Powell (Westmoreland) argued that The following paragraph appears in the of the improvements, and that the Prime some pair of aluminum marine glasses have The G. T. R. arrangement for the terminal ish gunboat Plover, in recognition of the facilit'es was even more indefensible. The valuable services rendered by the captain otal rentals paid to the G. T. R. and the in connection with the difficult task of Drummond County line, capitalized at four rescuing Mr. Cogan, Messrs. McLeod & per cent., amounted to \$4.200,000. Taking Co.'s agent in the Island of Leyte, after the total operating expenses of the I. C. R. the natives had carried him off for the

extension with the rentals added amounts serts that Artemio R'carte (known as "The to \$675,378, from which he deducted the Viper'), commander-in-chief of the Filipino approximate earnings of that section, leav- army surrounding Manila, as he was called ing a defict or loss of upwards of \$300,000 on military Filipino documents, has been of the year 1898-99 every additional dolla- ceath. His offence was that he wished of business gained on the I. C. R. cost Agu'naldo to sue for peace. The reason eighty-four cents to obtain or double the given for such a severe sentence is the dollar and seven times what it cost the to crush at any cost the slightest sign of

The Manila Times has other items which however, but say that many a man has probably escaped the censor. That paper says on Monday night, April 17th, tion that was adduced before the commit- provost guard ra'ded a house that turned gent government. A colonel, two captains Dr. Russell (Halifax) took it for granted and several subordinates were captured, to-

some length and expressing his approy- watching the place for some time, as the rive on the 11th, and will remain there



my room; She looks as she did then, all beauty So smiling and tender, so fresh and so fair,

Many a man sits silent and alone in a

And yonder she sits in my cane-bottomed chair."

home of mourning and conjures up before his eyes the face and form of the woman who was once a loving wife and a faithful who was once a loving wife and a faithful helphate. In thousands of such cases the wife might still be alive and well and happy, had the man been not only a good husband, but a wise adviser. Women shrink from the ordeal of consulting a physician. They shudder at the thought of submitting to the obnoxious examinations insisted upon by most physicians. In the majority of cases they have none of this hesitancy about consulting their husbands. A wise man will understand at once that troubles of this description will soon break down a woman's general health. once that troubles of this description will soon break down a woman's general health. He will understand that a specialist of eminence and world wide reputation should be frankly consulted at once. Dr. R. V. Pierce, for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute, at Buffalo, N. Y., is one of the most eminent and widely-known specialists in the world. With the assistance of a staff of able physicians, he has prescribed for of able physicians, he has prescribed for many thousands of ailing women. He has discovered a wonderful medicine for wo-men, that may be used in the privacy of their homes. It is known as Dr. Pierce's Payorite Prescription. It cures surely speedily and permanently, all weakness and disease of the distinctly feminine organism. It allays inflammation, heals ulceration, soothes pain, gives rest to the tortured

sitors have been suspicious. For a time it was thought to be an office for the collection of taxes, but it has proved to be more important find.

Another item culled from that paper sars the provost marshall general obtained in ormation of the existence of a large Filipino government money, as two or three days has maintained lant watch that has finally landed \$1000 of Aguinaldo's funds in safe keeping. money was collected through various of taxes and subscriptions, and was m chiefly among the inhabitants of the sour ern portion of Luzon. From the sour depot it was shipped to a Manila me file house with the supposed idea being turned over ultimately to one uinaldo's agents. At this particula when money is so much needed by catives, the capture is particularly

The Japan Herald has the following new item from Manila: Irivate informa from Manila received conveys the nthat General Pio del P'lar, second in mand of the Filipino insurgents, has he prrested in Manila by American of the provost marshal general's office. was in hiding for two days in the Sai paloe district, but was located and ed on Saturday, 11th ult. It is for stated that a number of the leaders surrendering to the American troops A despatch from Man'la to the January paper states that from reliable sources death on the 6th ult. of General Man

gro is confirmed. From natives, who have returned within the lines, it is learned that when his dear the war will quickly be at an end, as he was more the leader of the Filipinos than Aguinaldo. Few of the latter's cabinet had very much love for him, saying he was too smart for them.

It is claimed he died a warrior, almost his last words being: "I am not afraid : die, yet I would give all that I have in the world to see my national flag triumph and see my people liberated, and t

Army For **Philippines**

General Otis Will Have Thirty Thousand Men Under His Command.

Fighting in Mindanao-The Town of Zamboango Bombarded and Burned.

Washington, May 31.-The Post today says: General Otis has informed the War Department that he will be satisfied if the army under his command is kept at a maximum of 30,000. Presi-

Zamboango in Ruins.

New York, May 31 .- A special to the Journal and Advertiser from London says: "A special despatch from Labuan announces that severe fighting is reported between Americans and Filipinos on the island of Mindanao.

"The principal city of the island, Zamboango, has been bombarded and burned

The same dispatch reports trouble the port. A British steamer was denied admission and escorted seaward by the United States gunboat Castine. News of American Prisoners.

Washington, May 31.-The following despatch, received by the navy department, is the first direct news of Lieut Gilmore that has been received for over a week. It is taken by the departments as a hopeful indication of his situation: "Manila, May 31 .- An escaped Spanish prisoner reports seeing Gilmore and

some of the sailors, well. Gilmore is allowed a horse." The Olympia's Return. New York, May 31.-The following is from the World:

Hongkong, May 30.-Admiral Dewey on the Olympia will sail from here on Jrne 5th. The vessel will call first at two or three days.

A Boat Captured. Manila, May 31, 6:30 p.m.-Details regarding the capture of a boat from the United States hospital ship Relief yesterday have just been obtained. The F lief lies in the harbor in front of this city. Third Officer Fred Heppy and Assistant Engineer Charles Blandford r ged a sail on one of the ship's boats and went sailing along the shore, on south side opposite the insurgent The boat became becalmed near th shore and some native canoes with Fili pinos put out and captured the two mer who were unarmed, and also took possession of the boat. The monitor Monadbock quickly sent a boat with a landing party ashore. The natives, however rushed the prisoners into the woods be fore the boat reached the land. Persons on board several other ships saw the al fair through glasses but were unable prevent the capture of the men. Friendly natives arriving here from the country around San Isidro and San Mi guel report that a reign of terror has

prevailed since the American troops were withdrawn from those parts. The surgents, who are returning there, deal vengeance upon their countrymen who have shown any friendship toward Americans during the latter's occupation of BONDED LIQUOR FOR YUKON.

Port Townsend, May 31.-Adviced from Alaska say deputy collector customs Andrews, of Skagway, is ha ing much trouble over shipments bonded liquor through that place. Lar quantities of liquor are being sent ond via Skagway to Dawson, an United States convoy charges are British Columbia shippers, knowing

hibitory restriction laws for Alaska end July 1, have allowed consigning to accumulate at the bonded warehouse till that date. Customs officials say shippers cannot delay goods in tran Shippers have appealed to Collector Ivy

Superstition Lever keeps people from accepting 13 for a dozen

A Voice From th

Letter From the Pelican Found Alaskan

Message Written terson as the Leavin

The Steamer Was Other Mysteri

We have fed the seas And it calls us still unfe Another mystery of th solved. At last after months' absence and w been found which furni the mystery as to the steamer Pelican of the line. The steamer has did not range the seas ship of stubborn old Fa generally supposed-a with a crew of starved She foundered and he deavored to escape in the the steamer never succe land. They either perisl

were swamped and dro The clue to the fate of received by the Mercha San Francisco in a le Thunnell of the Am Herrmann. In the letter from Kodiak on May nell says that he picke the shore of Portage I slip of paper on which "Lat. 50 north and 175 is sinking. We are le ooats "M. T.

The Pelican has with dered and the unfortun been lost, their boats swamped. She sailed October 12th, 1897, with road ties for Tientsin, passing Cape Flattery s

Never Seen She was in command of and had been provisione Conflicting reports gave having old stores abroad preserved life for a mu if found necessary. The fact that the Pel

heard of in any manner she passed out of the letter from Mate Patter up on the shore of Por markable. Not an incomsailing vessel reported has The Pelican seemed to of the path of all vessels. ports reached by from The note by Mate Patte steamer was deserted ju Lleutian islands and near far enough away from th prevented the crew from shore if their boats w the surf. The letter in were putting off in frail !

may nave been totally d Not a timber that could as having come from th ever been found. Her car even disappeared, and un foundered and went to would appear reasonable the ties would have drifte

The Aleutian islands. Mrs. Gove, the brave Captain Gove, entertained the Pelican had been drive of the Aleutian islands a refuge at some of the I She went East early in 18 to Tacoma about a year a ports which she expected ing fleet which would re Aleutian islands in July. from there to indicate th Pelican. So strong has be faith in the ultimate disc tidings from her husband o she refused to accept the money offered by the com her husband had taken a Mrs. Gove's hope was her husband might have b if not that, that some new from some member of the ed incredible to her that could have disappeared from commerce so completely a left a trace. Some membe or some piece of the Pel were expected to be found In shipping circles the dis the Pelican was commente

ship Company, which oper Waited for Mon for tidings of the vessel, b her up. She was insured a received the money. Mrs. Patterson, wife of wrote the letter announcing of the ship, resides at P She has been as confident band's return as has Mrs.

markable. The Northern

With the receipt of the from San Francisco it seem little further hopé enterta safety of the crew. It is to since the Pelican left Tacon crew had managed to reac Aleutian islands they wou found at some Indian village The Pelican was a small chartered by the Northern especially for the trade she she was lost. The compan contract for the delivery of to the Chinese railroad and had made several trips to rying tea and general mer fore she took the ties. Capta ne of the oldest men in the employ and a good navigat manda

The disappearance of the one of many marine discussed by the mariners