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Official Declaration is
Still Lacking.

ay 23.—Peace in So
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here is nothing official
an announcement may be

divided as to whether
the situation will be
the cabinet meeting
whether it will be re-
of the House of Com-
It seems, however,
the basis of peace to
the ministers, and the
the discussion of
still occupy some time
is presumed, an arm-
and, while, outside the
immediately connected
negotiations, fighting
wart's Scouts sur-
mand in Cape Colo-
and, captured mor-
plies.

references to peace are
letter from Klerks
Transval, dated May
"Seventy to eighty
troops are here waiting
re's answer from the
every hour, and the
(the Boers) to march in
We have actually sent
of clothes to enable t-
day. There is every
Lord Kitchener, who
every other day
in particularly good spi-
smiles, and that's a
does. We attach great
these smiles in regard

ority Favor Peace.
ay 23.—The cabinet m-
at 5.10 p. m.
ated Press has ascer-
rumor regards the war
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eived by the war office
whatever decision the V-
ence may arrive at, m-
Boer leaders who want
not continue the fight.
ditions are merely for
stabling the Boer leaders
accs."

ER ISLAND DEAL.
er of Mineral and Tim-
on the West Coast.

ted from Tacoma that
Company has purchas-
copper and iron lands
land for \$80,000. It
that the company has
on 112 square acres
lands on Quatsno Sound
mills are to be estab-
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are interested in this
the establishment of
rough local enterprise
templated. That there
her resources available
in the district has long
strated, and when it
there are no paper mil-
lions now in operation
the home product will
large. The Pacific Ste-
an altogether different
the Pacific Steel Com-
omer Swaney is man-
ager, as is well known,
rights situated on Bark-

AKE A TRIP
Are Out on Strike Gold
Visit Former Homes.

May 22.—In the steamer
Victoria, which sailed to-day
were about 100 Hungarian
coal miners from Pennsylv-
of the men said they had
obedience to the strike
to visit their former homes

ERNING FEET.
all on fire, hot and burn-
ing and scorching Foot
Eve-takes out the fire
the inflammation, brings
relief. Price 25c. a box at drug
mail. V. Stott & J.
Out.

QUIET RESTORED AT PORT DE FRANCE

THERE HAS BEEN
NO GENERAL EXODUS

From the Island, But Many Have Gone
to Different Points—Trip of
the Suchet.

Paris, May 22.—The ministry of the colonies has not received any dispatch from the island of Martinique to-day. The government is considering the possibility of the necessity for the evacuation of Port de France and even of the whole island. The ministers do not believe that any such emergency will arise, but they are taking all the necessary measures to meet it if it does.

According to the latest advices received here, quiet is restored at Port de France, and there has been no general exodus of the population, though 1,000 persons have gone to the island of Guadeloupe and the island of St. Lucia, and 3,000 more have removed to the towns and villages in the extreme south-east part of the island. Those who remain at Port de France are calmer.

Near Mount Pelee.

Port de France, Martinique, May 22.—The correspondent here of the Associated Press has had an interview with M. Clocie, a member of the colonial legislature of Martinique, who resides in the vicinity of Mount Pelee. He said:

"I started on Friday last for Mount Pelee by the road leading along the coast. Basse-Pointe and the volcanic crater, the culminating point of the island, having an altitude of 1,350 metres, which is completely crumbled and mined at its base, as a result of the volcanic action, and might easily collapse. The Mount Pelee is now in an incandescent aspect."

"In order to make known our presence at the point where I stood, I waved a piece of white cloth attached to a stick in the air, which was replied to by a corresponding signal from an inhabitant of Morne Rouge, who signalled to me in this manner in order to show me the way."

"We felt a number of electric commotions, and our shoes were damaged by the heat. The pond, which was situated near Morne Lacroix, is completely dried up. The iron cross which stood at the foot of the mountain has been melted. Only the base of masonry on which the cross stood and the lower part of the foot of the cross can be seen. The rim of the crater have very much changed in appearance. The heat where we stood was intense and the whole aspect of the mountain was terrifying. Stones fell about us and we picked up large pieces of sulphur which, however, we were unable to retain in our possession. The whole spot was charged with electricity which became so violent that we were obliged to retreat."

"Our descent from the mountain was more difficult than our ascent. A blinding rain of ashes fell upon us and the engine was nearly killed by a large stone which fell near him. We succeeded in reaching Basse-Pointe on our return, after having been for hours on the mountain under the most dangerous circumstances."

The recent rains of ashes and volcanic rocks weighing as much as 75 grammes, which have fallen here, caused so much commotion among the inhabitants of Port de France that those who have not left the city are anxious to do so, and large numbers are emigrating to the island of Guadeloupe, where it is now estimated 1,200 people from Martinique have already sought shelter. During her last exploring trip about the island the French cruiser Suchet, which did not stop at St. Pierre, noticed that all the formerly cultivated land between Grande Riviere and Morne Rouge had been completely destroyed. The inhabitants of those two towns have suffered and are still suffering a great deal, but they have not yet determined to abandon these localities, and efforts are being made to supply them with provisions.

The Suchet also reports that as she approached that part of the island where the land was in a better state of preservation, especially between Macouba and Lorraine, a shower of stones and sulphur caused those of the population of Morne Rouge who had remained there to hastily evacuate that place. During a time some apprehension was felt regarding the safety of the detachment of French troops quartered at Le Carbet, but there has been no loss of life among them, according to the most recent reports.

Le French gunboat Joffroy took on board about 150 of the inhabitants of the neighborhood of Le Carbet.

It is estimated that 3,000 persons will have left Port de France by night time today for the extreme southern part of the island.

TO GULF OF MEXICO.
Syndicate Arranging For a Long Electric Railway.

Waterloo, Iowa, May 23.—A double track electric railway from the borders of Canada to the Gulf of Mexico will be a realization within the next few days. It is the plan of a syndicate of Mississippi valley capitalists are carried out. The railway, according to present plans, will start near the Lake of the Woods, and will follow the Mississippi valley to the Gulf.

Coal at Toronto has gone up 50 cents per ton. The strike is given as a reason.

RUMORED ULTIMATUM.

London Daily Mail Says Britain Has Sent One to the Boers.

London, May 22.—A cabinet council has been summoned for to-morrow. While the government is discreetly silent, it is generally accepted that the summoning of the cabinet is directly connected with the South Africa peace conference. Most of the ministers are out of town for the Whit-Sunday recess, though they left rather expecting to have their holiday broken up by just such a summons.

The Daily Chronicle this morning claims authority to say that peace in South Africa is practically assured. This is also the general impression which prevails with the other newspapers and public. The former do not go so far as the assertion published by the Chronicle. At a late hour last night, however, the government definitely declined to give any information on the matter. It is understood that important dispatches were received yesterday from Lord Milner, the British high commissioner in South Africa, and from Lord Kitchener, but nothing can be ascertained as to the nature of the contents of these messages. The fact that the cabinet was summoned so shortly after the arrival of the dispatches is regarded as a good omen, as the discussions at Pretoria could only have commenced Monday.

A dispatch to the Daily Telegraph from Pretoria says that the Boers are seeking permission to retain their horses. The Daily Mail in its issue of this morning says it understands that owing to the protracted haggling of the Boer leaders at Pretoria, Great Britain has presented what is practically an ultimatum, the reply to which is awaited, and which it is expected they will accept. Dispatches from Pretoria, which the Daily Mail says that during the stay of the Boer delegates there the conference will continue at Vereeniging, and that a majority of those present at the conference are trying to persuade the minority into a unanimous vote. In the meantime the British columns have been resting and refitting, and are now all ready for immediate action. The Daily Mail says it believes the delegates at Pretoria will dispatch the ultimatum to the conference at Vereeniging for its consideration.

BROOKLYN HANDICAP.
Large Field of Highly Trained Horses Will Contest To-morrow's Event.

New York, May 23.—Since the great Hanover won the first Brooklyn handicap in 1887 no such field of highly trained and widely "touted" aspirants have come together as on this day. Of the probable starters, four are three year olds, but it looks as if none of them is likely to duplicate the feat of Canby, who won last year, scoring the first six-year-old triumph in a Brooklyn handicap. Unless some dark horse develops phenomenal speed and courage, it is fair to expect that the victory will be won by the horse fighting it out at the end. If the track should be heavy, Herbert's chances will be improved.

NOT ALARMED.
Council of Martineque Does Not Consider Wholesale Emigration Necessary.

Paris, May 23.—A dispatch received here from the governor of Martinique, M. L'Huere, dated yesterday, says: "I have consulted with the council of the colonies on the subject of total or partial evacuation of the island. They are unanimous in declaring that such a measure is not justified at the present time. A trans-Atlantic line steamer, now undergoing repairs here, might be utilized to transport those who are desirous of emigrating. About 1,000 persons are leaving by the steamer Versailles, and others are sailing on the Ville d'Alger for Trinidad and Cayenne. There have been no new fatalities."

ALLIED COUNTERFEITER.
Man Arrested at Chicago Charged With Being Head of a Band.

Chicago, May 23.—Austin A. Batchelor has been arrested charged with being the head of a band of counterfeiters. When the detectives forced their way into his room at 287 West Randolph street, they found about \$1,000 in spurious coin, composed principally of \$10 and \$5 gold pieces. The police say this Batchelor had a number of confederates, and that they have done a great deal of counterfeiting in the last few months. Letters found in the room of the prisoner indicate that he is the son of a prominent manufacturer of St. Johnsbury, Vermont.

PERISHED IN FLAMES.
Man Killed and Much Property Destroyed By Fire at Buffalo.

Buffalo, N. Y., May 23.—One man was killed and \$150,000 worth of property destroyed as the result of a fire which broke out at the Transfer freight shed of the New York Central railway in the Williams street yards at midnight last night. Besides the transfer shed, 200 box cars were destroyed. Many of these were loaded with merchandise and others with coal and ore.

REVISION REPORT.
New York, May 22.—The general assembly of the Presbyterian church to-day adopted the report of the committee on revision, except the brief supplementary statement, which has not yet been acted upon. There were only two votes against adoption. The report now goes to the Presbyteries for approval.

BY-LAW DEFEATED.
Hamilton, Ont., May 22.—A by-law to vote \$50,000 bonus for the establishment of a Canadian branch of the Deering Harvester Manufacturing Company, of Chicago, in this city was defeated yesterday owing to the fact that though a majority of the ratepayers were in favor of it, a sufficient number did not vote.

MILLIE THURSTON IS AT SKIDEGATE

HELD FOR TEN DAYS
ON A BAR UP NORTH

The Princess May Returns, But Without
Passengers From Dawson—
La Barge Full of Ice.

The steamer Danube, Capt. Hughes, which on the voyage just ended made a visit to Skidegate on Queen Charlotte Islands, brings news from the North of the safety of the little fishing schooner Nellie Thurston, of Nanaimo. There has been much uneasiness felt over the long absent vessel, and had not the Danube some information respecting her on this trip it was the intention of her owners to dispatch a tug in search of her. Fortunately there is no need of this trouble. When the Danube left the Queen Charlotte Islands the schooner was at anchor at Skidegate with about 80 tons of halibut on board. "The reason of her continued absence is explained by the fact that for eight or ten days the schooner was high and dry on a sand bar between Graham and Moresby Islands of the Queen Charlotte group. She escaped without injury and we return to Nanaimo in the near future. The Danube picked up at Skidegate a quantity of smoked salmon and some coichans, this with two car loads of salted salmon from Claxton, 3,000 cases of salt fish and will

Salina Cruz, in Mexico, to this principal ports on the North Pacific coast. The intention is to complete a line of transportation from New York to the Pacific coast through the isthmus of Tehuantepec, making a saving of almost exactly 1,300 miles over the Panama route. In addition to the regular equipment of vessels three large freight steamers of eighteen knots each are building for her hull line to ply on the Atlantic and Gulf of Mexico.

J. J. Allen, of the City of Mexico, general traffic agent of the New York & Cuba Mail Steamship Company, commonly known as the Ward line, is personally conducting the investigation. He is now in Seattle. In an interview in the Seattle Post-Intelligencer Mr. Allen described in a general way the plans of the company. When the connecting lines are in operation freight will be brought from New York to Seattle in 18 days. The route by the isthmus of Panama now takes at least 30 days. From New York to Coahuila, the Gulf terminus of the Tehuantepec railway, the distance is 1,970 miles, compared with 1,975 miles to Panama, practically the same. By rail to the southern terminus of the railway Salina Cruz is less than 150 miles. But the great economy of distance is on the Pacific coast. From Panama to Seattle is about 4,475 miles, compared with 3,470 miles from Salina Cruz, a saving of 1,300 miles clear.

"The Tehuantepec railway is owned by the Mexican government, but is under lease to S. Pearson & Son, of London, for a period of 50 years," said Mr. Allen. "The road is thought a much more level country than would be supposed. One-half per cent. is the greatest grade encountered. We control more than a mile of docks and dockage room at the Gulf port, and are installing immense electric cranes and other machinery for the economical handling of freight. The railway is in course of rebuilding in order to handle several thousand tons of freight a day, and will

will not be an insurance company in the world that will not be offered at least some portion of the insurance on her before another month elapses. It can be all placed much inside of that time. The Columbia was built expressly for the work she is to engage in upon her arrival in these waters. She is of 8,000 gross tons and 5,010 net. At Lloyd's she is designated as first-class. She has six masts, and her hull is of the best steel. Wigham, Richardson & Co., of Newcastle, England, built her, and she is owned by the Telegraph Construction and Maintenance Company (Limited) of Great Britain. Her length is 470 feet, breadth 55.7 and depth of hold 30 feet.

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A 40-gallon barrel of rum has drifted ashore at Goose Island. It was found by the Indians of Bella Bella last week. The barrel was a good one, and the rum was found to be of the best quality. The Indians are said to be very fond of rum, and it is not surprising that they should have found it.

OFFICE COMPANIES.
There is a determined opposition springing up among those in Seattle who are going to Nona against paying the prevailing rates for first-class passage on the early steamers leaving for the North, and the matter has reached the stage where more than 100 have banded together to secure a steamer of their own, or secure a concession from some independent line. Those agitating the matter claim the present rates, from \$100 to \$125, are excessive and demand that they be given \$50 rate, guaranteed first-class table and sleeping accommodations.

The transportation men have met to talk over the opposition. As the answer of the association for lower rates was a decided negative. The association claims that the agitators are simply "bluffing," and the miners reply that they are in earnest, and will give the transportation people a lesson.

INSURANCE ON COLONIA.
Application is being made to San Francisco marine insurance companies to write on a \$9,000,000 risk, one of the largest that the world has probably ever known, and, indeed, the biggest that has ever been offered in the San Francisco market. The vessel is the new British cable steamer Colonia, now on her way from England to this port, where she will undertake the work of laying the mammoth magnetic girdle that she carries, which is to complete the telegraph line across the globe. Ship, cargo, fittings and the latest scientific electrical appliances with which she is supplied are valued at the enormous sum of \$9,000,000, and there

will not be an insurance company in the world that will not be offered at least some portion of the insurance on her before another month elapses. It can be all placed much inside of that time. The Columbia was built expressly for the work she is to engage in upon her arrival in these waters. She is of 8,000 gross tons and 5,010 net. At Lloyd's she is designated as first-class. She has six masts, and her hull is of the best steel. Wigham, Richardson & Co., of Newcastle, England, built her, and she is owned by the Telegraph Construction and Maintenance Company (Limited) of Great Britain. Her length is 470 feet, breadth 55.7 and depth of hold 30 feet.

NO ARRIVALS FROM DAWSON.
La Barge is unmovable, but all other Yukon waterways are open. Consequently the steamer Princess May, which returned from Skagway yesterday morning, brought no passengers from Dawson and but few other arrivals. Her list was made up as follows: Mrs. Bonnell, Miss F. N. Bowen, Miss E. Booth, Miss M. Welsh, B. Peredick, R. Griffith, Miss Rowlinson and baby, M. L. Rogers, S. P. Sheppard, Capt. Powers and W. Berrell.