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London Advertiser

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40TH YEAR. NO. 1980 | LONDON, ONTARIO, THURSDAY, AUGUST 20, 1903. | PRICE TWO CENTS.

FIRST RACE FOR THE CUP BECOMES A DRIFTING MATCH

A Five-Knot-an-Hour Breeze Tells Against Lipton's Flyer and the Reliance Leads Shamrock by a Mile.

RELIANCE SKIPPER OUT-JOCKEYED AT THE START

And Shamrock Gets Across the Line First—Unless Breeze Freshens It Is Unlikely That Boats Can Finish Within Time Limit—Immense Crowds View the Contest From Steamers.

New York, Aug. 20. — Reliance and Shamrock III., accredited representatives of the criterion of yacht craft in two nations, sail the first race today in the thirteenth series of contests for the now world famous America's Cup. Wrested from the English 52 years ago by the schooner yacht America, this trophy has year after year secured a firmer place in the estimation of yachtsmen, a stronger position sentimentally in the hearts of the American people, and has become a part of the history of the nation. Undaunted by repeated failures, the Briton has returned home only to build a better boat, and again challenge.

Thousands upon thousands of dollars have been expended by both Americans and Britons in the defense and attempted capture of the trophy, and interest has grown with each contest. Though defeated in 1899, again in 1901, Sir Thomas Lipton returned to try for the third time to carry to the shores of Albion the much-coveted trophy. Both boats have sailed many trial races during the past three months, and both have shown themselves faster than their predecessors.

The course over which today's race is to be sailed is the International Yacht Club course, outside Sandy Hook, fifteen miles to windward and return. Shamrock III. has sailed it many times in her trials, while the Reliance has been over it but once, and that in a light breeze. The best time over this course was made by the Vigilant in 1893, in 3 hours, 24 minutes and 39 seconds. This was one of the most exciting races in any of the cup contests, and was sailed in a strong breeze. In 1901 Columbia sailed the triangular 30-mile course in 3 hours, 12 minutes and 25 seconds. Off Newport, Reliance, on July 25, sailed a 30-mile triangular course in 2 hours, 58 minutes and 52 seconds, and a windward and leeward course of 30 miles on July 1 in 3 hours, 4 minutes and 27 seconds. Both yachts are commanded by men who are recognized as the best in their respective countries. Capt. Charles Barr, who commands the Reliance, has sailed two other cup defenders in the international races, and is skilful, resourceful, and of iron nerve. He sailed the Columbia in 1899 and 1901, defeating Shamrock I. and Shamrock II.

Capt. Robt. Wringe, than whom there is said to be no better skipper in England, is not a stranger either to yacht maneuvering or the American waters. He came here first on Shramrock I. as second in command to Capt. Hogarth. The next season he sailed August Belmont's Mineola, and in 1901 he commanded Shamrock I. when she was a trial boat for Shamrock II.

The weather at dawn today was warm and moist, and the breeze, which was light from the southwest dragged up from that quarter great masses of lowly clouds. Showers were frequent all through the night and this morning everything was wet and sticky. A change of wind bore out the predictions of the weather bureaus that such a shift would occur, followed by cooler and more agreeable conditions, and what was the desire of every heart, sufficient strength of breeze to send the yachts over the course.

The sea was comparatively smooth, with a long easy roll, which broke with some strength on the sands of the Jersey coast.

At sunrise there was considerable haze out at sea, but as the morning wore on the mist began to lighten, and three hours before the time set for the start New York harbor was unruffled, and sailing vessels lay motionless upon the water. Inside the bend of Sandy Hook, where the two graceful yachts had ridden with their moorings during the night preparations for the contest were early under way aboard both boats, and at 8:30 o'clock both had their mainsails hoisted and their headsails up.

At 8:45 the wind shifted more to the east and freshened a little and the clouds gave some indications of more breeze.

At 8:55 the Reliance took a line from her tender and in a few minutes was outside the Hook and on her way to the starting point. Immediately Shamrock III. raised her club topsail, took a line from her tender, and at 9:05 started out of Sandy Hook Bay.

The William Fletcher, a side-wheel steamer, brought Sir Thomas Lipton's guests from New York, and as soon as they were transferred to the Erin, the latter started to sea.

Indications of a race-day were not confined to the outer harbor, for, at an early hour thousands were on their way from all parts of the city and the suburbs to the piers along the East and North Rivers. Once aboard the excursion boats the crowd were carried down the bay. Every available steamboat, from the palatial twin-screw sound and coastwise steamers, to the side-wheel river boat, had been pressed into service by excursion managers.

JOCKEYING FOR START.

By reason of her early start, the Reliance was able to reach the lightship ahead of the excursion fleet. The Shamrock, however, starting half an hour after, was soon surrounded by the vanguard of those vessels, and a score of steam yachts and tugs accompanied her nearly all the way.

In this fleet were three or four revenue cutters, and as soon as these boats reached the lightship they at once took up position, forming a cordon, about a mile around the floating lighthouse.

At 10:15, three-quarters of an hour before the time set for the start, there were fully 50 vessels in the vicinity of the lightship, and twice as many more strung out between the lightship and The Narrows. From then on until 10:32 the yachts jockeyed about the starting point awaiting the display of the course signals. There was just enough wind to give the yachts steerage way, and little indication of its increasing.

The Reliance came up on the windward of the Shamrock, and the latter went about.

The preparatory signal was given at 10:45, as the boats were maneuvering for positions under the three lower sails, a club topsail and a jib topsail.

When the preliminary gun was fired both boats were about half a mile to the south of the committee boat, where the Reliance blanketed and then passed the Shamrock.

The warning signal was given at 10:55 and promptly at 11 o'clock the starting gun was fired.

The Reliance was running down the line on the port tack, with Shamrock a short distance astern. At the starting signal Reliance gibed and headed for the line.

SHAMROCK ACROSS FIRST.

Shamrock came about on Reliance's weather, and also headed for the line. Shamrock was first to cross. Both boats were on the starboard tack, with flattened sheets, Reliance a little to the windward of Shamrock's wake and a few hundred yards astern.

12:20 p.m.—The wind has again changed, so that the Reliance is now in the windward position and leads by about ten yards.

12:35—The yachts are now about five miles off shore, directly east from Long Branch, with Reliance fully a quarter of a mile to windward. Both on the port tack, heading inshore.

RELIANCE IN THE LEAD.

12:40 p.m.—Eleven miles from the start both boats went about on port tack, Reliance leading by 200 yards. Shamrock to leeward, footing faster than Reliance, but not pointing so high. Rain has stopped, but cloudy and overcast. Wind about 6 knots.

12:47 p.m.—Shamrock has gone on the stargoard tack and to the lee of Reliance, who went on the same tack one minute later.

Repeated shifts of the wind continued to favor the Reliance, and little by little she gained on her opponent. When about eleven miles of the course had been sailed Reliance led by two hundred yards. Shamrock was to leeward, apparently footing faster, but not pointing so high into the wind as Reliance. The rain had stopped, but showers continue to threaten. The wind at this time was blowing about 6 knots.

1:03 p.m.—Reliance half a mile in the lead; wind strengthening.

1:16 p.m.—The wind has dropped to three knots. Reliance now leading by a quarter-mile. Both boats three miles from the outer mark.

1:35 p.m.—Reliance leads Shamrock by one mile with the turn mark two miles away.

2:20 p.m.—Unless the wind freshens the yachts cannot finish within time limit.

2:33 p.m.—Sea is rough and boats are pounding badly. Reliance is approaching the mark and Shamrock is nearly becalmed.

2:45 p.m.—Reliance two miles from the mark and increasing her lead. It has developed into a drifting match.

RULES GOVERNING RACES.

Number of Races.—The match is to be decided by the best three out of five races.

Courses.—Starting from Sandy Hook Lightship—First race to windward or leeward and return; second race, equilateral triangle; third race, similar to first race; fourth race, similar to second race, and fifth race, similar to the first race.

Length of Course—The courses shall be as nearly as possible 30 nautical miles in length.

In every case the course from the starting point to be laid to windward, if possible, from the Sandy Hook lightship.

In case a course as required by the conditions cannot be laid out from the Sandy Hook lightship, the regatta committee may provide some other suitable starting point. In this case the preparatory signal will be given half an hour later than the time named for starting from the lightship.

Start—The starting signal shall be given as nearly as practicable at 11 a.m. and this time shall not be changed except as follows:

1. By the regatta committee, as described in the preceding paragraph.

2. By the regatta committee in case of fog.

3. By the regatta committee if, in its opinion, the space around the starting line is not sufficiently clear at the time appointed for the start.

4. In case both yachts consent to a postponement, in which case the regatta committee shall determine the time of the start.

5. In case of serious accident to either vessel, as hereinafter provided.

Signals—The preparatory signal shall be given 15 minutes before the starting signal. In case of a change in the time of starting the same signals shall be used.

At the starting signal a yacht may cross the line; the exact time at which either yacht first crosses the line after the starting signal during the succeeding two minutes to be taken as her start, and at the end of that period as the start of the yacht crossing after its expiration. No race shall be started after 1 p.m.

Time Limit—If in any race neither yacht goes over the course within five and a half hours, exclusive of time allowance, such race shall not count, and must be resailed.

The system of measurement, time allowance and racing rules of the New York Yacht Club will govern the race.

Repeated Races—An unfinished race of any kind shall be repeated until finished.

Accidents—In case a serious accident occurs to either vessel prior to the preparatory signal, she shall have sufficient time to effect repairs before being required to start, or, if such accident occurs during a race, before being required to start in the next race.

Each vessel shall have on board during races a representative named by her competitor.

LIPTON'S BIG FLEET

The Irish Knight Brings Thirty-Three Boats to America.

Attempting to lift the America's Cup is strenuous work. For more than five years Sir Thomas Lipton, one of Britain's merchant princes, has been devoting every minute of his spare time and millions of dollars of his fortune to try to capture the trophy won 52 years ago by the famous schooner America. In his five years of hard work Sir Thomas has loosened a few of the rivets that have held the cup so fast in this country, and he fondly hopes that this time with his triple Shamrock he will bear it away to the Emerald Isle.

Yacht racing is a sport of millionaires, and it rather pleases the Irish baronet that, while he alone is defraying the cost of racing two 90-footers and of running a big steamer, tenders and houseboat, his opponents in the friendly contest have enlisted the services in a financial way of sixteen of this country's richest men.

The Lipton fleet numbers in all 33 vessels. It takes 205 men to handle it and to do the work that is necessary to be done.

The fleet is headed by the flagship Erin, a steamer 260 feet in length. Then there is the challenger for the cup, Shamrock III., a racing boat pure and simple. To help get this racing craft in perfect tune the first challenger, Shamrock I., has been brought over and kept in the finest possible racing trim, because if the trial boat was not doing her best it would be impossible for the new one to be improved in speed. Then there is the big ocean-going tug Cruiser, which helped convoy the racers across the water. A barge has been pressed into service here, on which stores, extra sails and spars are kept.

Sir Thomas entertains so extensively that his big steamer is not large enough to accommodate all his friends, and so he has chartered the big houseboat Narodha, which has been fitted up luxuriously. There are six steam launches in the fleet, and an extra steamer, the William Fletcher, has been chartered for race days to take guests who are invited to sail on the Erin from the city to Sandy Hook, and bring them back afterward. The other boats in this fleet are gigs, cutters, jolly boats and dingies.

To man all these boats there are five captains, two navigating officers, two pilots, a doctor, a naval architect, two secretaries, two stenographers, three messengers and 198 sailors, engineers, cooks, stewards, launchmen and boys. There are 70 men, all told, on the Erin, 45 on each of the racing yachts, 15 on the Cruiser, 2 on the Commander and 12 on the Narodha. The others are extra launchmen, and the clerical staff, which, on account of the large correspondence of Sir Thomas, it has been necessary to keep.

A PEACEMAKER.

Sir Thomas may be regarded as a peacemaker. He challenged for the America's Cup soon after the Dunraven episode, when there was a disposition to look with some distrust on foreign yachtsmen. Sir Thomas at once set to work to smooth away all the ill-feeling. He asked for a series of races under any conditions that would be fair to all. He asked for no concessions and declared that he was satisfied to meet the American boat under any arrangement that would be satisfactory to the New York Yacht Club, because the members of the club had always been generous to their opponents, and terms that they would make would be perfectly fair.

A few days ago Sir Thomas was asked by a visitor if he was satisfied with the conditions governing the races. He replied:

"I have raced against the New York Yacht Club twice, and no one could get fairer treatment. The conditions are perfectly fair. If any error is going to be made, I am satisfied that it will be in my favor."

THE LIPTON BABIES.

Sir Thomas has been notified that 170 children have been named for him since he arrived here two months ago. In each case where he thought it was not done for the sake of trying to get some present he has sent the child a little remembrance.

The baronet is full of blarney and is fond of a joke. One day recently on the Erin he was watching the Shamrocks from the bridge, and his guests, among whom were some pretty girls, were on the deck below, screened from the sun by awnings. Sir Thomas went down to chat with his friends for a few minutes, and then said, "I think I'll have the awning taken down."

"Don't, Sir Thomas," all exclaimed in chorus, "we'll roast here."

"But," replied the baronet, "I'm lonely on the bridge and miss your pretty faces."

No one objected to the awning coming in after that.

There will be a distinguished party aboard the Erin this week. The Earl and Countess of Shaftesbury will be here from the other side. Lord and Lady Minto have been invited from Canada. Ambassador Sir Michael Herbert and the secretaries of the British Embassy are expected from Washington, and also Gen. and Mrs. Corbin and Gens. Bates and Bliss.

It is a strange fact that this man, who is spending hundreds of thousands of dollars to try to win the America's cup, never has a cent in his pocket. One day last week he was talking to a man in the Erie Basin. He turned to a friend and asked for $5. When he got it he slipped it into the hand of the man and then went aboard to get a bill and refund the loan. When in the city he is always accompanied by his secretary or financial man, and these two have to carry the money and defray Sir Thomas' bills, even to car fare.

Some time ago Sir Thomas was walking along Regent street in London, with his secretary, John Westwood.

"It is very hot and I am very thirsty, Mr. Westwood," said he. "Won't you buy me a cup of tea?"

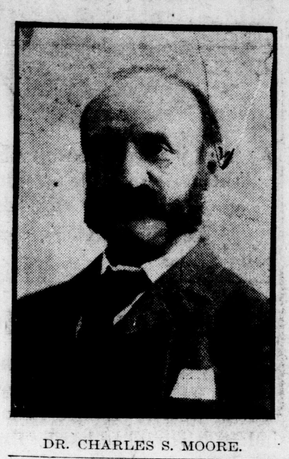
"I was just about to suggest that," replied Mr. Westwood, and they turned into Blanchard's. Mr. Westwood had a big roll of English bank notes, and when he pulled them out to pay the check Sir Thomas looked at it and asked: "Is that yours or ours, Mr. Westwood?"

"Ours, Sir Thomas."

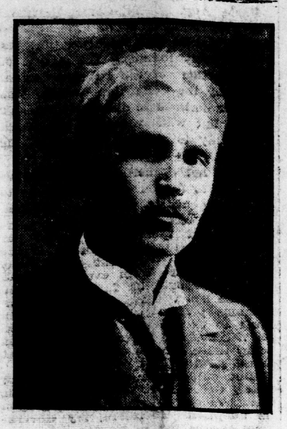
"That's very nice," remarked the baronet. "Then we can have more to drink."

CANADIAN MEDICAL ASSOCIATION WILL MEET HERE.

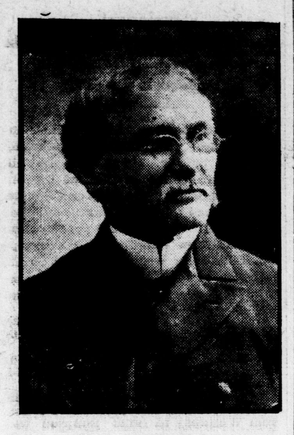
Photos by Frank Cooper.



DR. CHARLES S. MOORE.



DR. J. WISHART.



DR. F. R. ECCLES.

For three days next week, London will be in the hands of doctors from all parts of the Dominion. There will be no less than 350 medical men here, and there is a possibility of the number being 100 greater.

The annual meeting of the Canadian Medical Association will make London the center of attraction for the profession. The meeting opens on Tuesday, and it will be continued on Wednesday with three sessions, and on Friday with but one session—in the morning. Thursday will be an off day for the doctors. The work of the association will be set aside for a trip to Walkerville and Detroit, as the guests of the Parke-Davis Company, manufacturers of drugs, etc. The outing will be a pleasant variation from the routine business, and the discussion of subjects of interest on the other days of the meeting. The company have chartered a special Grand Trunk train for the trip, and during the stay in Detroit and Walkerville they will entertain the medical men in splendid fashion.

Among the doctors who will attend the convention will be a number from extreme western points in Canada, while many will come from the Eastern Provinces, including Nova Scotia and New Brunswick. There will be specialists in every branch of medical science, and they will take an active part in the meetings, either by way of presenting papers or leading in the discussions. Their presence will be the means of imparting much helpful information to the other medical men who are classed as general practitioners.

Among those whose names appear on the programme are Drs. James Newell, of Watford; A. Lapthorn Smith, Montreal; R. Ferguson, London; A. Groves, Fergus; Perry G. Goldsmith, Belleville; H. A. McCallum, London; W. P. Caven, Toronto; J. Herald, Kingston; W. B. Thistle, Toronto; E. Hornibrook, Cherokee, Iowa; J. Duncan, Toronto; Jennie Drennan, St. Thomas; G. Stirling Ryerson, Toronto; John Hunter, Toronto; A. B. Atherton, Fredericton, N. B.; H. A. Bruce, Toronto; L. C. Prevost, of Ottawa; Hadley Williams, London; T. Shaw Webster, Toronto; C. W. Wilson, Montreal; Henry Howitt, Guelph; R. P. Robinson, Ottawa; F. N. G. Starr, Toronto; Geo. M. Gould, Philadelphia; J. H. Elliott, Graversburst; E. J. Barrick, Toronto; M. D. Mann, Buffalo; J. S. Sprague, Stirling; G. E. DeWitt, Wolfville, N. S.; George S. Butler, Alma, Mich.; George E. Armstrong, Montreal; A. M. Roseburgh, Toronto; Theo. A. McGraw, Detroit; H. Meek, London; J. Wishart, London; E. R. Secord, Brantford; Ingersoll Olmstead, Hamilton; Joseph Gibbs, Victoria, B. C.; H. A. Ferguson, Chicago; E. G. Wood, Nashville, Tenn.; A. McPhedran, Toronto; Geo. M. Aylesworth, Collingwood; J. Price Brown, Toronto; J. Herbert Burnham, Toronto; R. W. Powell, Ottawa; Adam H. Wright, Toronto.

The presence of many well known medical men from the United States will add interest to the convention.

The preparation of the programme involved a vast amount of work, the bulk of which fell upon Dr. Hadley Williams, of this city, who is the vice-president and secretary for Ontario, and Dr. Hodge, also of this city. Visits to the two local hospitals—Victoria and St. Joseph's—are on the programme for Wednesday morning, the time allowed for the same being 8:30 to 9:30.

"We will talk of many subjects that are foremost in the minds of the medical profession at the present time," said one of the local doctors to The Advertiser, this morning. "No, we will not discuss the white plague, for at meetings of the associations held for some years past consumption and the best method of treatment have been repeatedly thrashed out. Two diseases to receive a special share of attention will be typhoid fever and consumption of the bowels, both of which will be in the hands of able men. Typhoid fever is a disease that every doctor is called in to treat frequently, and the association can do the most benefit by putting such subjects on the programme for the meeting. It may be all very well for the city men to want the programme filled with special subjects, but the men from the country districts, who do not have the benefit of hospitals, with their varied cases, want to know the best means of treating diseases with which they have to frequenly deal. They want something of a practical nature, and that is why we have placed the two subjects named on the programme for special consideration.

"You know," continued the doctor, "the second subject is not being specially discussed, because the disease is becoming very prevalent. There is about the average number of cases, but it is so very often mistaken for other diseases. It was only a few weeks ago that I was called to operate on a patient who was supposed to be suffering from appendicitis, and when an examination was made it was discovered that the disease was consumption of the bowels. It is also mistaken not infrequently for typhoid fever. This makes it all the more necessary to have such a subject thoroughly discussed."

The surgical section of the association will have a banquet at the Asylum for the Insane on Wednesday evening.

There are a number of London doctors on the staff of officers of the association. Dr. W. H. Moorhouse is the president, Dr. Williams is provincial vice-president and secretary for Ontario, and Drs. Moore, Wishart and Eccles are the executive committee.

WEATHER BULLETIN

London, Thursday, Aug. 20.

Sun rises..5:26 a.m. Moon rises..2:46 a.m.
Sun sets...7:16 p.m. Moon sets...5:32 p.m.

Tomorrow: Fine and Warm.

Toronto, Aug. 19—8 p.m.

A few showers have occurred from the lake region to the Maritime Provinces, but the weather generally has been fine, especially in the Northwest, where it has been attended by considerable heat.

Minimum and maximum temperatures: Victoria, 58—68; Calgary, 44—80; Qu'Appelle, 52—80; Port Arthur, 48—72; Parry Sound, 62—72; Toronto, 60—76; Ottawa, 64—74; Montreal, 62—72; Quebec, 56—76; Halifax, 56—68.

Thursday, Aug. 20—8 a.m.

FORECASTS.

Today—Light to moderate winds; fine and warm.

Friday—Southwest to southerly winds; fine and warm.

Temperatures.

Stations.	8 a.m.	Min.	Weather.
Winnipeg	60	52	Fair
Parry Sound	60	50	Fair
Toronto	64	56	Clear
Ottawa	64	60	Fair
Montreal	64	62	Cloudy
Quebec	64	62	Rain
Father Point	58	56	Rain

WEATHER NOTES.

Showers have occurred generally from the Ottawa Valley to the Maritime Provinces, and locally elsewhere. In Manitoba and the Territories numerous thunderstorms are indicated for today.

Local temperatures: Wednesday—Highest, 70°; lowest, 55.5°.

RUSH ORDER FOR BRITISH FLEET

The Mediterranean Squadron Ordered to Salonica.

A CONFERENCE AT BERLIN

Between the Emperor and the German Ambassador to Turkey—An Insurgent Victory.

London, Aug. 20.—The Daily Chronicle hears that Admiral Domville, commanding the British Mediterranean fleet, now off Portugal, has received urgent orders to dispatch some vessels to the neighborhood of Salonica immediately.

Berlin, Aug. 20. — Baron Marschall Vonsberestein, the German ambassador at Constantincple, is to be received by Emperor William at the castle of Wilhelmshohe. His visit is regarded as of the highest political importance.

Vienna, Aug. 20.—The newspaper Die Zeit asserts that M. Zinovieff, the Russian ambassador at Constantinople, yesterday presented another note to the Porte demanding that severe official ceasure be passed upon Hilmi Pasha, the inspector-general of Macedonia, for his negligence in permitting excesses by Turkish soldiers. The Austrian ambassador personally supported the demand. The Politische Correspondez, in an official communique, estimates that there are 150,000 Turkish troops in the Salonica district alone.

An unconfirmed rumor from Sofia says the insurgents have captured the town of Utschebo, in the villayet of Monastir. They are reported to have murdered the mayor and to be holding the inhabitants to ransom.

CHILD'S CORPSE IN COFFEE CAN

Parents Say He Accidentally Shot Himself—They Shipped Body as Baggage.

Monongahela, Pa., Aug. 20. — The bloodstained corpse of a 5-year-old boy was found by Baggagemaster M. B. McDonald last evening on a Pittsburg, Virginia and Charleston Railroad train, en route to Dravosburg. The little body was packed tightly in a large coffee can two feet high and eighteen inches wide, and was wrapped in the blood-soaked folds of a woman's dress. The only mark on the body was a bullet hole in the breast, probably the cause of death. The can was deposited in the baggage car at Waltersburg by a man and woman, who said they would take it off at Dravosburg, their destination.

Their suspicious actions aroused the curiosity of McDonald and when the train started he opened the can and made the startling discovery. When Dravosburg, was reached the couple were arrested and taken to jail in McKeesport. They said their names were Mr. and Mrs. Isaac Jubilier, of Tucker, and that the boy was their son, who had accidentally shot himself with his father's revolver. When they found he was dead they decided to keep the matter quiet and bury him privately at Dravosburg.

CONVICT ESCAPES AS GUARD SLEEPS

Stole Keys to Shackles, Released Himself and Shackled the Detective.

Cheyenne, Wyo., Aug. 20.—Alex. Ecklund, alias George Johnston, who was captured at Rawlins and was being taken back to Chicago to answer to the charge of grand larceny, effected a remarkable escape from Detective William Marsden.

Marsden left Rawlins on Tuesday night with Ecklund, and to make sure of his man, shackled him to a seat in the smoking compartment of a chair car. While Marsden was sleeping beside his prisoner, Ecklund went through the detective's pockets, secured the keys to the shackles, released himself, and then shackled the officer to the steampipes. Having relieved the officer of his weapons and other property, Ecklund left the train at Laramie.

Marsden was not awakened by the conductor until Cheyenne was reached, when he called for assistance. As Marsden had absolutely nothing on his person to prove that he was not a prisoner, the trainmen would not release him. The railroad authorities telegraphed to Chicago for instructions, and when the train reached Sydney, Marsden was finally released from his predicament.

Last night he passed through Cheyenne en route to Laramie, to try to effect the recapture of his prisoner.

DYNAMITE OUTRAGE

The Dam at Marble Rock Was Blown Up.

Kingston, Ont., Aug. 20.—It is reported that the dam at Marble Rock, owned by the Gananoque Waterpower Company, has been blown up, dynamite being used. The alleged backing up of water was recently the cause of a lawsuit, which ended in the company's favor. The dam and buildings on one side of the river were badly wrecked. The company is making investigations to ascertain the perpetrator of the outrage, who, if convicted, would likely follow Dallman and Nolan to the penitentiary.

THE CONGO CRUELTIES

Britain Says Berlin Treaty Is Being Broken.

Brussels, Aug. 20.—Mr. Constantine Phipps handed M. Favereau, the Belgian Foreign Minister, a copy of the note addressed by Great Britain to the signatory powers of the Berlin treaty, which sets forth that certain practices in the Congo are, in the opinion of Britain, contrary to the spirit of the act. This is notably the case in the question of forced native labor and monopolies granted under the "Domaine prive" system, which, it is alleged, is in contravention of the clause stipulating the freedom of commerce in the Congo basin. A league for the defense of the Congo interests has been constituted under the presidency of Defourny. Wahis, the governor of the Congo, was present at the meeting of the league, which numbers very many of the commercial and industrial classes from all parts of the country.

Italian Immigration.

Rome, Aug. 20. — Official statistics published today show that 14,845 Italians emigrated to the United States during the first half of the year 1903. This is an increase of 29,439 over the corresponding period of 1902. The majority of the emigrants are from Southern Italy.

Lord Salisbury's Illness.

London, Aug. 20.—Lord Salisbury is suffering from Bright's disease of the kidneys.

Cunard Agreement.

Liverpool, Aug. 20.—The shareholders of the Cunard Steamship Company, at a meeting here today, ratified the agreement arrived at between the company and the British Government.

Movement of Czar's Fleet.

Constantinople, Aug. 20. — The Russian squadron arrived off Iniada, on the eastern coast of European Turkey, yesterday afternoon.

ANGLO-RUSSIAN ALLIANCE TALK

Necessary to Stem the Yellow Danger in China.

A GENERAL RISING IMMINENT

Antagonism of Russian and British Interests To Be Disposed Of by Rapprochement.

Berlin, Aug. 20.—A news agency dispatch received here from Port Arthur says: From the different provinces of China come reports of a rising which threatens to involve the whole country. The semi-official Novkrai says: "The moment has come when, in view of the antagonism of German and British interests, an Anglo-Russian rapprochement is desirable, as a counterpoise to the movement in Germany and America, which is crossing the interests of Russia and Great Britain, and to the activity of Japan, which wishes to make the straits of Corea a yellow Bosphorus. At present Russian and British interests now here clash. An Anglo-Russian alliance is possible and it is also necessary in order to protect Europe against the yellow danger."

The Novkrai proceeds to strongly attack the Russian papers which urge Russia to wind up her affairs in Manchuria, and which describe her policy in the far east as a costly blunder.

GAME OF BLUFF IN FAR EAST

Japanese Minister to London Declares That There Will Be No War.

London, Aug. 20.—An agency's interview with Viscount Hayashi, the Japanese minister, quotes him as saying:

"Not only I, but my Government disclaim all the panic stories of war between Russia and Japan. All fears of a conflict are groundless. Both Russia and Japan are really trying to be conciliatory. War would not be an advantage to either. So far it has been a game of bluff. Japan has no warships building in England, and has not increased the strength of her army in view of possible events."

Dispatches received here from Yokohama under yesterday's date, say the leading newspapers of Tokio have abandoned the silence which they have hitherto observed regarding the situation in Korea, and public articles strongly denunciatory of the action of Russia. The Jiji declares it is time to show Korea that Japan's patience is exhausted, while the Shimbun urges the Government to demand explanations of Russia. Both the papers mentioned are newspapers of moderate tone.

THE TREADGOLD INVESTIGATION

Expert Evidence Before the Government Commission at Vancouver.

Vancouver, Aug. 20.—The Treadgold concessions commission, Hon. Judge Britton and Mr. Bell, have lost no time in settling down to a businesslike investigation of the questions referred to them. The first evidence was taken Tuesday, George White-Fraser being for a long time in the box and giving valuable expert testimony for the opposition. Being asked by the commission to suggest in his opinion the best method of relief, the witness said: "Annul the Treadgold monopoly of Klondike waters, give them 5,000 inches as their grant calls for, but do not tie up the balance to the exclusion of all others." The witness stated that capital was ready and waiting to put in a system of water supply for the creeks if it could get the right to proceed with this important improvement. Mr. Sigmund Rothschild, as president of the Detroit Yukon syndicate, purchaser of the famous Williams concessions on Hunker Creek, testified that this company made vast expenditures upon their property only to have it now idle upon their hands because water could not be got to operate at a profit. Asked why the property lies idle, Mr. Rothschild said, "Because it costs $100 to get $75 19 worth of gold as things are at present.

"If you cannot get water on your ground, what method do you adopt" the witness was asked.

"Lie idle perforce, as we are now," he answered.

The witness stated that his company was ready at the present time to invest millions if necessary in the establishment of a perfect water system, and to sell the water at a price which all could pay and make money, if only the right to do so could be secured.

During the morning's sittings Dr. Catto applied for subpoenas for Treadgold and for Gold Commissioner E. C. Senkler. A complaint was formally filed against the Matson and Doyle concessions on Bonanza Creek, witnesses testifying to the richness of the ground in support of the contention that the concession had been secured by fraud. The allegation is that it has been claimed this ground was only for hydraulic operations, whereas it would pay handsomely when worked by the ordinary placer methods.