

SPAIN'S LOSS IN LIFE.

Five Hundred Were Killed or Wounded in Cervera's Attempt at Escape.

One Man Killed and One Wounded the Cost to the Victorious Fleet.

Washington, July 4.—At 11:20 to-night the navy department posted the appendix of a dispatch cablegram received from Commodore Watson. It is similar to that received to-day from Admiral Sampson, but contains the additional information as to the killed, drowned and captured. Commodore Watson's despatch follows: "Play del Este, July 3. To the Secretary of the Navy, Washington, D.C.—At 9:30 a.m. to-day the Spanish squadron, seven in all, including one gunboat, came out of Santiago harbor in column and were totally destroyed within an hour excepting the Cristobal Colon, which was chased 45 miles to westward by the commander-in-chief with the Brooklyn, Oregon and Texas, surrendering to the Brooklyn, but beseeching to prevent sinking. None of our officers or men injured, except on board Brooklyn chief yeoman Ellis was killed and one man was wounded. Admiral Cervera, the commanding officer excepting of the Quintero, and about 70 other officers and 1,800 men are prisoners.

WOULDN'T BELIEVE IT.

Madrid Said the Report of Cervera's Misfortune Simply Couldn't be True.

ENGLISH COMMENT.

Overpowered After Heroic Defence Spain Should Now Seek Peace.

London, July 4.—The Times remarks editorially this morning: "Admiral Sampson's brilliant exploit was as complete as Admiral Dewey's. Nothing but the conviction that his plight within the harbor was hopeless could have justified Admiral Cervera's attempt to leave. Had he been able to judge correctly of what was passing in General Shafter's mind, he would have remained. The difficulties of navigation probably caused him to make a bold effort by daylight.

DOMINION NEWS NOTES.

Manitoba Crops Doing Well—An Old Butcher's Suicide—Yachting Accident.

The Manitoba and Northwestern crop reports for the past week show that the crops have gone ahead rapidly owing to the wet weather.

Lieut. Carranza, who was reported to have secretly left Mexico to join the forces at Chateau Royal, Riviere du Loup.

Hon. L. O. Tallon has gone to Europe. During a terrific thunder and hail storm at St. John's, Que., the sailing yacht A. B. C. of Iverville, returning with a picnic party of five persons, was upset. A young girl named Roy was drowned.

The body of George Rielt, an old butcher of Berlin, was found in the river at Bridgeport about two miles from town this morning. Suicide is suspected. Rielt was aged 60 and leaves a widow, but no family.

William Rodden, aged 79, formerly a prominent business man and alderman of Montreal, died at Plantagenet Springs on Sunday.

THE LADRONES ANNEXED.

Troops for Manila Called There on Business—The East of Germany's Coming Plain.

Manila, July 1, via Hong Kong, July 4.—The United States troops on the transport City of Sydney City of Pekin and Australia, under the command of Commodore Charles, arrived at Cavite at 10 o'clock yesterday evening, after an uneventful voyage.

On the way here the Charleston called at Guaman, the largest of the Ladrones islands, a group in the Pacific which belonged to Spain. She took possession of the whole group, made prisoners of Governor General Masine, his staff and the entire military force, and raised the stars and stripes over the ruins of Santa Cruz fort, in the harbor of San Luis Dapce.

The troops are in good condition. The only loss was Private Hutchinson, of the First Oregon, who died on the City of Sydney June 20, and was buried at sea on the 21st.

In addition to the Spanish governor of the Ladrones, the Charleston brought 50 soldiers as prisoners of war to Cavite.

The gunboat McCullough captured the Spanish gun vessel Lerma. Admiral Dewey offered to parole the crew, but they declined, because they feared to be court-martialed and shot.

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THE ROAD TO THE YUKON.

How the Dominion Government Has Signally Failed in Its Duty.

To the Editor: The Moran fleet on their way to the Yukon were reported to have been badly damaged and sunk in the weeks ago. Last week's two stern-wheel boats on their way to the same place were wrecked. The Victorian Development Company's boats, it is said to have been disabled and obliged to return to port. The Marquis of Dufferin is lost off Cape Flattery. All these accidents have happened only a few miles comparatively from their starting points, on a voyage of some 2,800 miles. Is there not a strong probability that very few if any of the stern-wheel boats built in these southern waters will reach St. Michael's, and if they do are they not sure to be in such a condition as to be worthless for the business they are intended for?

Should, however, the information which we have as to the low state of the Yukon river be correct there is a strong probability that few will make even one through trip to Dawson—some predict that only one will be reached and this will cause a stampede from Klondike to the United States portions of Alaska. The cost of the transportation for which they are paying from 35 to 40 cents per pound, and the very animals which are being shipped to the interior are being used to transport a small army of soldiers, and has been the cause of high freight rates. The want of a road which has found no one yet able to answer that question. Mounted Police are sent to the Yukon.

This is the position in regard to the Yukon via St. Michael's, upon which depends the cost of the transportation. We are told that men were not allowed to go into that country without twelve months' supplies, and there will be plenty of food, but it is well known that the large majority left here about New Year with their twelve months' supplies; six months have been taken to get to St. Michael's, and the balance of the year's supplies will be used.

It is stated that a New York man is building a little railway in the Yukon route by pretending that a railway is to be built over the pass, while others contend that the thing is a false pretense. Keep Skagway alive as against Dyea, which has an aerial tramway for a year, which is a great advantage.

The routes via Dyea and Skagway are said to be almost impassable for the transportation of freight, and the routes are in no better condition than they were even last year when thousands of horses were killed and men driven half dead by the heat. The route via Dyea is being built over the White Pass. Has there been anything authoritative as to the position of affairs on the Pacific coast?

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SHIPS FROM THE NORTH.

The "Barbara Boscowitz" and "Teas" Home Again—Salmon Fishing—Dangers to Navigation Located.

Commander H. M. Smyth of Her Majesty's survey ship Egria reports the results of his survey of the coast of the North Sea, showing the existence of a narrow channel, the depth of which is 20 fathoms, from which the summit of Mittenhead Island bears a distance of 12 miles. The channel is distant 2-1/2 miles. Shoal water also appears to extend about 1/2 mile from the coast, although slightly deeper than the approximate position of the 5 fathom patch, in latitude 49 deg. 55 min. 00 sec. N., longitude 12 deg. 30 sec. W.

SALMON FOR THE SKENA.

After calling at a cannery above New Westminster, the billiard table was brought from the Skeena to be packed on the Fraser, the G.P.N. steamer has reached Victoria last evening, and has brought a few fish made up for her freight for this port and all but two or three passengers were landed at New Westminster. The steamer left Skagway and Wrangell several days before the Tartar left last week her cargo was all sold.

MARINE NOTES.

The Minneapolis, of Seattle, is the latest arrival. She is "play quack" with the heavy ocean swells at the entrance to the Straits. She was going North in tow of the Narrows, but was disabled. She was obliged to return to Port Townsend. Steamer Ningschow passed from sea July 4.

The Cottage City and City of Seattle will leave for the North to-day. The Dominion Development Company, whose steamers, the Columbian and Canadian, after a week ago left Wrangell on the voyage to Adirondack, and said that the government stated in the provincial house that they would give no assistance to any road into the Yukon, to relieve the state of affairs which they are now more and more terrible, and with the knowledge that the alarming conditions which they had foreshadowed in their advocacy while endeavoring to put through the Sifton deal was placing a terrible responsibility on their shoulders, and they must and will be held responsible for the legislative assembly of this province had come forward handsomely to assist in the opening up of the Yukon, which can possibly avert the coming disaster.

I have seen it stated that the feeling at Glensia is strongly against the local government on account of the deplorable state of affairs existing there. I am in a position to contradict that, for within the last couple of weeks I have visited Glensia, met the people, both at a public meeting and conversed with them who are taking a prominent part in endeavoring to bring about a more satisfactory state of affairs.

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