THE DIR GO AT JUNEAU

Floated Off at High Tide and Safely Towed to Port by the Tees.

Splendid Reports of the Atlin Mines Camp—A Stewart River Story.

Grim Tragedies Occuring at Gate way Cities—Railway Strikers Reprimanded.

The ragged rocks of Medway island, which held the steamer Dirigo prisoner when the Cottage City arrived from the North on Monday evening, released that unlucky vessel after about 48 hours' detention, and even before the cargo could be taken out. Then came the O. P. N. steamer Tees—the luck of the Dirigo still holding with her—and the disabled craft was towed to Juneau, there to be patched preparatory to coming south for repairs. These, according to Capt. Gosse, of the Tees, which came into port last night, will be necessarily extensive, for the engine room and machinery of the Dirigo have suffered severely, and the hull appears so badly strained that the ship carpenters will be kept busy for some time to come.

It was quite in harmony with other chapters of the Dirigo's experience that the dense snow storm should suddenly cease while she floated off with the rising of the tide, and was picked up by the Tees—settling down again only a few moments after the line had been taken. Had not this brief respite from the storm been simultaneous with the release of the Dirigo and the passing of the Tees, the position of the former would have been very ticklish—a helpless plaything for the northern storms.

The Tees left Skagway on Friday night with a large passenger list, made up of miners from Atlin, Dawson and the intermediate points, and business men of the Lynn Canal cities. It was a stormy start, and the snow continued to fall in blinding clouds, so that it was found necessary to anchor that night. The following day at 3 o'clock Medway island was passed, the Tees giving it a wide berth until, with the lull in the storm, the Dirigo was sighted with one anchor out and distress signals flying.

Going over to her, Capt. Gosse and his officers learned for the first time of her misadventure, and also that she had but that morning escaped from the rocks, Capt. Roberts not yet having returned from Wrangel, where he had been left by the Cottage City.

The Dirigo had been in charge of Pilot Nichol at the time she went ashore, feeling her way through the storm until as it grew thicker and thicker, steam was off altogether, and the vessel literally went on in a drift.

First she steeplechased a little ledge of rock, receiving a hole in the bow as a souvenir of this introduction; then she struck further astern, lifting her engines out of place and breaking off all the steam connections. A camp was made among the scattered trees on the island, and the following day Capt. Roberts with about half of the passengers, were picked up by the Cottage City and taken to Wrangel.

In the absence of the master, the other officers of the ship did such patching as was found necessary at low tide, and when the water rose threw out the anchors astern and worked the ship toward them with the hand winches. These tactics were successful in releasing the ship on Saturday, and when the Tees came on the scene it was endeavored to make a contract with Capt. Gosse for a tow to Juneau. The Victoria skipper saw, however, that the Dirigo was helpless, and took her on his own responsibility for salvage, a claim of this character being promised.

Juneau was made without misadventure and the Dirigo left comfortably docked by 10 o'clock the same night. Then the Tees came home. Forty-three passengers in all came down to Victoria, of whom a majority were from Skagway and Bennett, although the Klondike and Atlin districts were also well represented.

CUTTING A TIGER'S CLAWS.

The Animal Gave the Zoo Men Plenty of Fun.

Ther ewas a lively time at the zoo, with the big Bengal tiger as the chief actor in the hubbub, says the Philadelphia Record. For some time past his animal has suffered with an extraordinary elongation of his paws, which, growing beyond their wonted size, have turned up and pierced his paw-cushions, producing painful sores. So yesterday Headkeeper Manley determined to perform a surgical operation on the tiger, who, unfortunately, was just in the humor for a fight. Backed by a corpse of attendants he approached the cage, armed with a lasso, which he finally succeeded in throwing over the tiger's head. His Bengal highness made a wild dash for the other end of the cage, and to prevent his strangling Manley was compelled to play him like a fish. He raged from one side of the cage to the other, emiting the most fearsome howls, and the other animals joined in the chorus. Then a couple of attendants grabbed the tiger's tail, but it was slippery, and the keepers couldn't hold on.

Two of the keepers rubbed ashes on their hands and went for his tail again, while Manly and another took a fresh grip on the rope around the recalcitrant animal's neck. A couple of the keeprs entered the cage and slipped noosed ropes around each of his paws, the tiger being finally pulled out to all fours by the keepers' combined efforts. Then a new phase of the operation developed. The angered beast was gnashing his teeth so fiercely that Manley feared a molar complication to top off the trouble of the ingrowing claws. So hugh chunks of wood were thrown to the patient, who crunched them like peanuts. According to Keeper Manley, a big stove on a blizzard day couldn't touch the tiger as a fuel destroyer, and when he finally succeeded in clipping the claws with a pair of pinchers the floor of the cage resembled that of a planing mill.

MURDER AND SUICIDE.

Tom Dougan of Skagway Fatally Wounds His Partner and Then Kills Himself.

Skagway's latest sensation prior to the sailing of the Tees was woven about a particularly strange case of murder and suicide. Two friends, room mates, had a beer or two together in Johnson's saloon on the Pacific dock on Wednesday night. Now both are dead, the victims of a murderous suicide—Tom Dougan, who for six months has kept a barber shop in the Gateway City. He came there from Juneau, and is believed to have come there from California. His victim was William Wray, bar-tender in the Al-Ki saloon. Wray was a particular friend of Johnson's, and spent Wednesday with him. About 10 o'clock Dougan came in, and the three friends laughed and talked together for some time. Toward 11 o'clock Dougan said: "Come on, Billy, ain't you going home with me?"

Dougan was not under the influence of drink, neither was Wray. But the latter had told Johnson that Dougan was "acting kind of queer," and he was getting afraid of him. So he answered:

"No, Tom, I'm going to stop here tonight."

Then Dougan commenced to abuse him, reminding him of certain financial obligations and so on, and said: "Well, if you don't see me at 10 o'clock tomorrow I'll fix you good," to which, according to Johnson, Wray made no angry response. Then Dougan called Johnson names, and Johnson said: "Look here, you can abuse Billy all you want."

With some angry words Dougan got up to leave. As he was closing the door, Wray stepped to it and called out:

"Don't got away mad, Tom; come back and have a beer. We——"

There was a shot out of the darkness, and Wray fell across the floor. There were two other shots in the dark outside. Wray was not dead, but passed away during the night.

Investigating the other shots in the darkness, Dougan was picked up but a few minutes later, already dead. He had shot himself through the heart, and death must have been instantaneous.

William Wray was born in New York and came to the coast some 15 years ago, being for many years on the Sound as a machinist, especially in Tacoma. About a year ago he went to Skagway under engagement to go to Bennett to build several steamers for a Tacoma company. The scheme did not materialize, and Wray was left practically stranded. He attached the machinery to recover his wages and secured judgment. The machinery was sold a few days ago, and the morning of the evening on which he was shot he received the money from Marshal Tanner.

Feeling that he was dying, he asked his friend Johnson to write down the address of one of his sisters, and to write to her a loving letter, telling her as gently as possible the sad news of his tragic taking off. This seemed to be a favorite sister, and her name and address as given by Wray is: "Miss Edna Wray, 310 Humphrey avenue, Oak Point, Chicago, Ill."

Mr. Johnson has decided to bury the body temporarily until he hears from Wray's sister, and if she does not decide to send for the remains, he will have them sent to Tacoma for burial. This he says he will do in order to carry out the wishes of his dead friend, who had expressed the hope never to be buried in "this God-forsaken country."

Dougan is said to have been despondent and threatening suicide for several days, and the day previous to the tragedy went carefully through all his letters, destroying those from one particular correspondent. The Skagway Alaskan, in disposing of the last chapter of the case, observes:

"There was a romance in the murder and suicide that took place on the Pacific Coast Steamship Company's dock late Wednesday night, but the coroner and his jury did not probe to the bottom of it. It could have served no good purpose to do so. Thompson Dougan has passed beyond the jurisdiction of the court and is before the bar of the higher tribunal."

ATLIN IS PROSPEROUS.

Despite the Alien Bill Reports From the New Gold Field Are Encouraging.

Captain R. Mackay Cadill, who has just returned to the coast from Atlin City, where he has been on a tour of inspection for British capitalists, brings very encouraging reports from British Columbia's new gold field. He also tells of a terrible tramp that in some respects parallels Mr. W. Wallace Grime's hard experience. Speaking to the Daily Alaskan he said:

"I left Atlin Sunday morning and arrived in Skagway Tuesday afternoon over the Fantail route, on which I experienced a blinding snow storm as far as Log Cabin. A strong wind was blowing, and the glass registered 10 degrees below zero. While crossing Otter lake the storm amounted to a blizzard, the trail being entirely lost to view, and in my endeavors to retrace it I got into the water, with the result that I froze my right foot, although the results are not likely to be serious.

"I have been in Atlin about three weeks, during which time I have been busily engaged in visiting all the creeks in the district and ascertaining their possible richness as well as one can in a winter prospect. The cold has been unusually severe, the glass at Discovery camp on Pine creek falling as low as 50 degrees below zero, while for the last week in February at Atlin the average daily reading was 26 degrees below zero, often accompanied by strong winds.

"I am more than satisfied with my visit to Atlin. It is a difficult matter to form any very accurate idea of the country while wrapped in its snowy mantle, yet I feel convinced, not only from what I hear from the most reliable sources, but also from personal observation, and in most cases practical working, that the district promises to be exceedingly rich. One cannot judge of its mettle from last season's results, and yet owing to the lateness of the stampede and consequently short working season, I am of the opinion that the output even for that short period speaks well for itself. One must no expect to read or hear of the phenomenal richness of the Atlin country as of the Dawson country, yet in the former the gold is more evenly distributed, and every one ought to make a rich strike, while some will make fortunes. Last season's work was short, and comparatively little work was done, and I feel that this year's output, while surprising many, will go to show that the district, for its size, is very rich. Again it must be borne in mind that the country is, comparatively speaking, totally unprospected. Many better qualified to speak of these matters than myself have assured me that the country has not even been scratched."

"I confidently believe at no distant date exceedingly valuable quartz properties will be discovered, while the opportunities for hydraulic proporitions abound on every side, and this ought to be good news to those hit by the exclusion act. Timber is plentiful and in the absence of water for washing many of the dry gulches or old river beds, there are numerous spring-fed lakes which in the case of almost every gulch could be utilized for these purposes with but little difficulty and expense.

"As regards the facilities for working the district is without doubt an easy one to work. The ground is frozen but little below the surface, the depth to bedrock in no place appears to be great, while owing to the usually favorable climatic conditions work can be carried on profitably from six to seven months in the year.

"While visiting Pine and Spruce creeks I saw many parties working in the former the bench, and in the latter the bench and creek claims and they assured me that they were doing well; they certainly had their sacks fairly full in support of their statements, and I saw them make a very good clean up."

When Capt. Caulll left Atlin the survey of the townsite had been completed by Mr. J. H. Brownlee and his men, and building was being resumed on every hand.

"There will be saw mill outfits to the extent of about six in full working order in two months," says Capt. Cahill. Many are heading for the Northwest Territory who are bit by the exclusion act, smilingly remarking that they prefer a 250 foot claim to that of 100 feet.

"Both trails are now in excellent condition. I firmly believe that not only Atlin is destined to become a large and rich mining camp but in addition a camp where law and order will be its proud boast. All crooks had best head some other way."

Another man just back from Atlin is James A. McDonald, of Skagway, who reports the trail, via Otter lake (the Fantail cut-off) in first class condition for dog teams or hand sleds. This trail, he says, is lined for many miles with men hauling in sled loads of outfits. The town of Atlin is dull, owing to the fact that no one cares to go to much expense of building until they have secured a title to their lot. This they cannot do until the arrival of the gold commissioner.

An interesting piece of news brought out by Mr. McDonald is to the effect that in two localities on Pine and Spruce creeks sluicing is carried on and that the parties are doing quite well, notwithstanding the frozen ground and ice-bound streams. A number of men conceived the idea of digging trenches through the gravel to a depth below the frozen ground where they found plenty of seepage water from the gravel for sluicing in a small way. Sinking the sluice boxes to the bottom of these trenches and giving them an extra steep pitch they have been enabled to wash out considerable gravel. They lose nearly all the fine gold, but are doing quite well, considering the difficult conditions under which they are operating. A short time ago four men in this way took out $300 in three days' work, or in a time equal to twelve days' work for one man —$25 a day to the man. Mr. McDonald has been up and down many of the creeks in the district, visiting many of the miners in their cabins and he says it would greatly surprise any one to see the numerous fat buckskin bags of gold they possess. He predicts that the Atlin country will surprise the world by its great richness and the uniformity of the distribution of gold over the whole district.

Mr. McDonald says there are about 500 people in Atlin City. Their principal occupation at present is sitting around and "cussing' the alien law. Jim Russell, of Victoria, has reached there all right with his big hotel outfit. Lively times are expected there as soon as the gold commissioner arrives and makes the allotment of town lots so the citizens can proceed with building improvements.

DIRECT FROM DAWSON.

Mail Carrier Schultz and Others Arrive From the Klondike Centre.

Mail Carrier Schultz and some 14 others arrived from Dawson just before the Tees sailed from Skagway, Mr. J. T. Hale, of Victoria, and Mr. Schultz coming by the C. P. N. boat, but the majority of their travelling companions on the trail taking the Laurada for Seattle. They reported the royal commission in session on the general bribery and corruption in Dawson officialdom, and the citizens well satisfied that justice will be done at last. Commissioner Ogilvie had issued a proclamation inviting all and sundry who have grievances to speak now or forever keep silence. The majority of the sufferers are quite ready to speak. Of the Klondike mining news it it reported that Gold Bottom was commencing to show up exceedingly well, while the news of British Columbia's anti-alien legislation had reached Dawson in time to prevent the downpour of Americans who had been meditating a visit to the Atlin gold field. At the mouth of the Stewart river an old miner had arrived recently from the locality known as "up stream." He had a number of good nuggets, but could not or would not give a coherent account of himself or where he got the gold. Opinions differ as to whether the man is crazed by winter privation or shamming for the purpose of starting yet another rush up the Stewart.

At Skagway just before the Tees sailed a second double tragedy was reported—two miners and railway men who had come in ill for medical treatment being found dead on the one bed. The surprising feature of the case was that the deaths should have been simultaneous.

THE LOWER YUKON.

News Received From Points Between Dawson City and the Mouth of the River.

A letter from W. B. Parker, master of the barge Admiral, now lying near St. Michael, dated November 5, tells of the arrival there of six men from up the river, and the loss of a seventh on the way. The letter says:

"Six men have arrived from the North American Transportation and Trading Company's steamer Weare, which is in the Yukon near Holy Cross Mission. They don't think they will be able to save the Weare in the spring. One man, who started with the others, got lost coming down, and they think he is frozen to death. He has been missing four days, having neither food nor blankets.

"From reports coming in over the trail, they are striking good diggings up the Koyukuk river. Good reports from Golovin Bay have reached us. I think many people will wish they had stayed in here."

The Post-Intelligencer correspondent at Rampart, writing under date of December 6, gives the latest news from the Koyokuk. He says:

"The only authentic news from the Koyokuk that we have heard was contained in a letter received last week by Sam Hubbard, jr., of the North American Transportation and Trading Company, from Agent Howard, at Peavey. Howard writes that there are about 250 men on the upper Koyokuk. They have started a town called Tranway bar, and approximately 750 miles from the mouth, and there are seven steamers wintering there. The Lovelle Young, which was intended for the Tanana, but could not get over the Tanana bar, is at Peavy, and has about seventy-five tons of provisions.

"The camp is well supplied and prices are reasonable. There have been as yet no big strikes, but a considerable number of good prospects have been found.

"The easiest trail into the Koyokuk is from Rampart up the Yukon to Fort Hamilton, or Doll river, and thence over portages and divides.

"A party headed by Jack Folger, an old-timer, and Jack Walsh, left Rampart about two months ago, light, and cut directly across country from Rampart. Nothing has been heard from them, though they expected to be back nearly a month ago. The upper Koyokuk trail is only about ten days by trail from here, and it is believed the party is lost. A search party will soon start from here."

A letter received from Coy. J. F. Groeber, formerly of Shamokin, Pa., dated at Rampart City, November 27, says of the Manook district:

"Lots of steady fellows are hitting the ground hard. There has been more work done here than ever before, and good results are being obtained in several districts. Big Manook is looking good. Hunter, Quail, Little Manook and several other creeks look well.

Ex-Gov. McGraw and Gen. Carr are trying to work out their claim this winter. The panning is good."

THE PASSENGER LIST.

The list of passengers by the steamer Tees is as follows: T. L. Erwin, J. T. Hale, William Brown, D. A. Donaldson, S. Kinmond, C. A. Harrison, W. L. Waight, J. S. Wall, George H. Wonson, George P. Abbott, Mrs. A. Burns, C. W. H. Schultz, George Rawbrow, W. McInton, P. Purvis, L. Quimby, George Black, Louis Marchant, A. Lamane, William Mosdell, C. Steaver, D. Kinsberg, C. H. Nelson, D. Dunman, T. Leare, W. Eaton, J. Roerts, J. Kemshall, W. Smith, C. Grant, A. McKenzie, R. W. Caddell, M. Hart, L. D. Cameron, P. Currey, P. Handke, A. W. Milbrandt, D. McNaughton, J. McNaughton, H. McCartney, C. Zyraggleo, P. St. Pierre, T. H. Lamb.

SCHULTZ'S FAST TRIP.

U. S. Mail Carrier Made the Trip From Dawson to Skagway in Twelve Days.

Chas. W. H. Schultz, the United States mail carrier, according to his fellow passengers made the trip from Dawson to the coast in twelve days—the record time so far as is known. He declines to say anything about his remarkable feat but from others whom he passed on the road it is learned that on several days he made 65 miles and showed wonderful endurance. His Indian guide he beat into Skagway by a day. Although being the very last man out from Dawson and having brought with him considerable mail, Mr. Schultz brings no very late news. He says he was in Dawson only a short time and he was very busy.

There were seven or eight others from the interior with him. One of these who refused to be quoted stated that the stampedes to the reported new strike in the Forty Mile district a few months ago was one of the most exciting Dawson has yet seen. Miners left the city in the middle of the night on hearing of it without proper clothing and with little or no provisions and paid dearly for their rashness, the heavy snow storm and sold snap which overtook them and which put an end to the stampede causing much suffering and misery. The Dawsonites all agreed that there has been no cause for any stampede this winter. One from the new grounds on Koyukuk speaks very favorably of the diggings here. Tramway creek, for miles, he says, is showing good indications, its richness being proven by four miners who had been working on it for three months and who took out between $10,000 and $12,000 in gold. Several of the old timers are returning to the stream. There are two stores in Arctic City and on the Koyukuk river twenty-seven river boats and one or two dredger plants are finding safe winter quarters, while two more on the Yukon, the names of which were not remembered, are in danger of breaking up when the thaw comes on. Among the creeks which have been prospected and which, according to the arrival, is a good poor man's country, are Arthur gulch, Gold gulch, Cripple, Bonanza, Squaw and Eureka creeks. Tramway bar will be difficult to work and is properly a dredging proposition for a wealthy company.

Among the passengers on the Tees there were none who had a good word for the Porcupine. There is no work being done here, they say, and the stakes on several of the claims are down through snow nine feet deep.

GETTING CATTLE TO DAWSON.

Man of Experience Points Out the One Safe Route.

C. M. Walker, of Salem, who has recently returned from the Klondike, after having driven in and butchered 1,000 beef steers, is stopping at the Perkins, while preparing to go on another trip of the same kind. He acts as foreman in charge of the cattle, which belong to a Canadian corporation known as "Syndicate No. 1." The stock were purchased in Montana and shipped from Deer Lodge over the Northern Pacific to Seattle, thence to Pyramid harbor by steamer. At this point they were unloaded and driven over the mountains, striking the Upper Yukon at Selkirk, where the cattle were slaughtered as soon as the weather became cold enough to keep the meat in a frozen condition for the remainder of the season. This was last October. The venture paid its promoters very well, as less than 2 per cent. of the steers were lost on the route, and most of the beef sold in Dawson, by the side, at 50 cents a pound. Selkirk is 182 miles above Dawson, and the fresh beef was rafted down this distance with comparative ease. The company still has some 60 beeves frozen in the warehouse at Selkirk, and, as the price has dropped to 25 cents, these will not fetch much over the expense of purchasing and bringing them in.

Mr. Walker says the Pyramid harbor route is the only feasible one on which to take stock into the Northwest Territory, as those droves attempting to reach the Klondike overland from some point on the Canadian Pacific have all met with disaster. One man, who tried the all-land route, has now 400 tons of beef stored at the mouth of the Hootalinqua, and as this cannot be brought out to Dawson, there is no way of preventing its becoming a total loss when the weather turns warm again.

Harris Bros., of North Yakima, started with a band of 250 3-year- old steers from Edmonton early last spring, the the outfit has never been heard of since. He thinks that both men and animals have been overtaken in some blinding storm and that all have perished.

His company has 100 head of horses wintering very well, so far, on the banks of the Yukon, opposite Selkirk. When he left there last month the horses were still fat, there being browse enough within easy access, and the snow, which was only about 20 inches deep, was soft enough for the animals to paw through in search of the shorter grasses. These animals will be sold to prospectors in the spring, as they cannot be taken back to Montana without heavy expense. A new lot of horses will therefore be purchased when he starts the second lot of beef steers from Montana this spring.

While beef is down to 25 cents a pound at Dawson, mutton is worth $1.25, as very few sheep have been taken in. Pork is never lower than $1.50, owing to the difficulty of getting live hogs down the river Recently a scowload of porkers belonging to a Portland man named Courtney sank below Five Finger rapids, and the cargo became a total loss.

ALASKA EXCURSIONS.

Pacific Coast Steamship Company Will Conduct the Business This Year as Heretofore.

Steamer Barbara Boscowitz Taken Over by a Joint Stock Company.

The Pacific Coast Steamship Company have given their local agents notice that the Alaska excursion business will be carried on this season as it has been in other years. No steamer, however, is named for the service, and at present there does not appear to be any available, unless, as some think, the City of Puebla will re-enter the Pacific Coast trade on her return from Manila, relieving the Queen, which excursion steamer has filled the Puebla's place since she was impressed into the transport service. The Queen was in port last evening en route to San Francisco, and received as saloon passengers here: H. B. Underhill, Miss E. Butler, Miss L. Whitworth, Mrs. A. Winterton, George Verrinder, Mrs. A. E. Verrinder, E. S. Plantwell, W. L. Plantwell, E. D. Dier, W. Wolfe, E. Morgan, Miss Morgan, Mrs. B. Haggart and Miss Julia Peterson. The Queen was the second of the Pacific Coast fleet in port yesterday, for the Walla Walla did not get in from California until 9 o'clock. She had 262 passengers, of whom 32 cabin and 36 second class debarked here. She also landed 120 tons of her cargo at the outer wharf.

UNDER NEW MANAGEMENT.

Steamer Barbara Boscowitz has been taken over by a joint stock company in which the Federation Canning Company and E. A. Wadhams holds heavy interests. The Boscowitz is now almost ready for service and it expected will go North next week. She will make a trial trip this week, going out of the harbor and dumping into deep water all the old ballast and rubbish in her hold. It is said that through the organization of the company the steamer will this coming season practically control the canning business of the Nass canneries. Her present improvements give her eight extra cabins and a much better appearance.

LOADED FOR NORTHERN PORTS.

With men and supplies for the canneries and what other business was offering the steamer Willapa had a big load leaving here for Northern British Columbia ports last night. The passengers ticketed for the steamer up till late in the afternoon were Mr. Stapleton, G. W. Brewster, R. Drainey, E. Nicholas, Mrs. Rood, Miss Pidcock and the Misses Davis. The last named come from England and are going as missionaries to Metlakahtla.

MEDICAL BILL BENEFICIARY.

Proof of Statement That Recent Amendment Was to Cover Appointment Already Arranged.

When the legislature had under consideration the bill to amend the Medical act so as to strike out the provision that holders of medical appointments in this province must go through the formality of applying for registration, passing the board of examiners, and paying the registration fee of the medical society, the Colonist printed a statement on the subject containing this paragraph:

"It is stated on excellent authority that Dr. McKechnie has a young friend in Montreal or some other Eastern city who is ambitious to enter the services of British Columbia as—for a starter—assistant to the medical superintendent of the insane asylum at New Westminster, and indeed has already been promised the appointment."

In the legislature next day, Hon. Dr. McKechnie in moving the third reading of the bill, stated "that although he had received a protest from the medical association of New Westminster, that protest had been based on an erroneous editorial in the Colonist, not only erroneous but untrue, and was therefore not entitled to the consideration it would otherwise command." This was on the 6th of February.

Now on the 16th of March the appointment of the Montreal young man is gazetted, and the medical association in New Westminster in view of the treatment of their petition will read with peculiar interest this description of the appointee taken from the government organ in Victoria:

"Dr. Manchester, of Montreal, whose appointment to the position of assistant medical officer at the New Westminster insane asylum is announced in another column, has had a training which fits him admirably for the position. He is a native of Ottawa, and took his course in medicine at McGill University, Montreal, where he had as a classmate Dr. E. C. Hart of this city, both gentlemen graduating in 1894.

"After graduating Dr. Manchester served for a year as surgeon of Montreal general hospital, leaving that post to accept that of assistant to Dr. Burgess, the medical officer in charge of the Verdun insane asylum, near Montreal. He has been connected with this institution for over three years, leaving it shortly to take up his duties at New Westminster. He has never followed a general practice, but has devoted his attention since graduation entirely to the work which he will continue in this province.

"Dr. Manchester is about 30 years of age, and is still unmarried. He is spoken of by those familiar with his course in college as an able man, who wil adorn the office which he has been appointed to fill."

HOCKEY IN NEW YORK.

New York, March 16.—The hockey players known as the All New Yorks were defeated to-night by the Shamrocks of Montreal in a close and exciting game at the Clairmont avenue rink, Brooklyn. The score was 5 goals to 2.

AN UNFORTUNATE HUNTSMAN.

London, March 16.—Mr. Leopold de Rothschild, who recently broke his nose by striking the branch of a tree while riding to hounds near Windsor, met with a still more serious accident while riding to the same hounds yesterday. He was thrown from his horse into a ditch, fracturing his collar bone and one of his ribs.

TALMAGE'S RESIGNATION.

Washington, March 16.—The resignation of Rev. T. DeWitt Talmage as pastor of the First Presbyterian church was accepted to-night at a sparsely attended meeting of the congregation. No action was taken toward determining his successor.

GEORGE BYRNES' FUNERAL.

Large Number of Citizens Pay Their Last Respects to the Memory of the Deceased.

There was a very large attendance of pioneers and representative men of the city and province generally at the funeral of the late George Byrnes, which took place yesterday afternoon from his late residence, Rae street, and later from Christ Church cathedral. The floral tributes, too, were both numerous and beautiful, testifying to the esteem in which the deceased was held by Victorians. At the cathedral impressive services were conducted by Bishop Perrin, assisted by Archdeacon Scriven, the large edifice being filled with citizens. Archdeacon Scriven also conducted a short service at the grave side. The pallbearers were: Messrs. H. D. Helmcken, M.P.P.; S. A. Rogers, ex-M.P.P.; Capt. Bucknam, Joseph Wilson, Capt. Palmer, P. C. Dunlevy, D. E. Campbell and C. A. Holland.

Among the floral offerings were wreaths and crosses sent by the members of the James Bay Athletic Association, of which deceased was vice-president; the directors of the Jubilee hospital and the Pioneer Society.

MORE ROLLING STOCK.

Three New Locomotives for the White Pass & Yukon Route Railway.

Mr. E. C. Hawkins, general manager, and Mr. L. H. Gray, general traffic manager of the White Pass & Yukon route, arrived from the Sound last evening and are at the Driard. Mr. Gray has just returned from Skagway and Mr. Hawkins leaves for that city on the steamer Cottage City to-mororw. The company are now running trains regularly to the summit of White Pass, they not having had as much trouble with snow as the roads crossing the Rockies have every winter. Their freight trans make the trip from Skagway to the summit in four hours and in 36 hours by means of sleighs connecting with the train at the summit, they land freight at Lake Bennett. There are at present five locomotives on the road and from five to six trains of from four to six cars each make the trip each day. Besides these a passenger train makes the round trip. On the day that Mr. Gray left Skagway a new 40 ton engine, recently received from Denver was run out on the track for the first time and by the Tees Mr. Hawkins received the news that two more new 50 ton engines, purchased from the Baldwin Locomotive Works of Philadelphia, were well on their way to Skagway. On account of the recent storms some anxiety was felt on their account, they being taken up on a scow. These engines will haul from ten to twelve cars to the summit.

The road was only blocked for one day by snow, although there was some trouble between Haynes' Camp and the summit. This, however, does not greatly delay the delivery of freight as a good sleigh road parallels the railway and there are hundreds of sleighs to handle the freight.

The company are marking the worst places along the route and will build snow sheds during the summer.

Mr. Hawkins has just recently been promoted from the position of chief engineer and general superintendent of the road to the position of general manager of the whole system.

TWICE DISCHARGED.

Evidence Against Elzear Tetu Not Sufficient to Warrant a Conviction.

It is seldom that counsel for a prisoner declines to accept the verdict of a court discharging his client and asks that the trial be proceeded with, but such an incident occurred in the Speedy Trials court here yesterday. After the crown had put in all their evidence against Elzear Tetu, charged with arson, Mr. Justice Walkem said he did not consider the evidence sufficient to warrant a conviction and would consequently discharge the prisoner. To this Mr. Mills, counsel for the defence, objected, stating that he wished to present his case and clear the character of his client.

It will be remembered that one night last fall a house at Cedar Hill, owned by Tetu and on which there was a small amount of insurance, was destroyed by fire under suspicious circumstances. Yestreday the crown showed that there was a strong smell of coal oil around the house when it was burning and two residents of the district swore that they met Tetu on his way to town shortly before the fire broke out.

For the defence several witnesses deposed that Tetu was at his cabin at the time he was said to have been met on the Cedar Hill road and the prisoner himself swore that he was not near the house on the day or night of the fire. The evidence for the defence did not alter the opinion of the presiding judge and for the second time he announced that the evidence was not sufficient to warrant a conviction.

Mr. Frank Higgins appeared for the crown.

SMALL COMFORT IN THIS.

Crow's Nest Labor Investigation to End in Resolution for Further Reference.

Montreal, March 16.—(Special) — Sir Wilfrid Laurier has addressed to the Trades and Labor Council the following reply to certain requests regarding the hardships of laborers in the construction of the Crow's Nest Pass railway, dated Ottawa, March 13:

"On my return from Washington I considered the report of the investigation made by Judge Dugas into the manner in which work had been carried on in connection with the Crow's Nest Pass railway. In your letter of January 3rd and in that which you sent me March 1st you ask that the government render justice to the laborers, who have worked on the road, according to the report made by Judge Dugas.

"After having carefully studied the report, I fear you have been wrongly informed concerning what it contains. I find therein no recommendation that might apply to the laborers who had worked on the road. The report, after stating the facts, makes some recommendations for the future, which will be found in the translation herewith enclosed. I send you, at the same time, a complete copy of the report and should be very happy to receive any representations which you may have to make after consideration of this letter."

ANTARCTIC EXPLORERS.

Steamer Returns With Report of Safe Landing of Party.

Wellington, N.Z., March 16.—The Antarctic exploring expedition's steamer Southern Cross has arrived at Port Chalmers, N. Z., after landing Borchgrevink and his party at Cape Allar, Victoria Land. She reports that all the explorers were in good health when landed.

FIRST COAST SMELTER

Work Being Pushed on the Smelter at Van Anda on Texada Island.

Mr. Treat Assumes the Management of the Company in Succession to Mr. Blewett.

By June next the first smelter on the coast of British Columbia will be in operation. So said Mr. H. W. Treat, the new president and manager of the Van Anda Mining Company, who arrived in the city last evening and is a guest at the Driard. The company, he says, are going right ahead with the erection of a smelter on Texada island. Work has already been commenced, and will be continued without interruption. The company are erecting a plant which can be easily extended as occasion demands, but at first there will be but two furnaces, each with a capacity of 50 tons a day. Only one of these will be blown in at the start. Mr. Treat, however, does not believe that these two furnaces will be capable of handling the ore that will be secured and offered, as the Van Anda mine alone has sufficient ore ready for treatment to keep two furnaces busy for a year at least, and he has been purchasing ore from other companies, having yesterday secured 150 tons of copper ore. It being necessary to have iron ore for fluxing purposes, Mr. Treat has handed over to the company two iron claims which he bought some years ago. They are situated about three miles from the Van Anda mine, adjoining what is known as the Raven property.

Work on the mine itself is being continued, the number of men having been largely increased. The machine drills recently installed by the company will start on Monday next, men who understand such drills having arrived from Rossland to take charge of them. Work is being carried on on the Cornell vein, there being an ore chute 500 feet long.

A large number of new houses are being built on the townsite, and a new dock 250 feet long has been built.

A change has recently been made in the management of the company, and the head office removed from Vancouver to Van Anda. Mr. Edward Blewett, for so long president and manager of the company, found it necessary to resign, his business interests in Nebraska requiring his attention. He has been succeeded by Mr. Treat, who says he will stick to the proposition until he places it on a paying basis. He put his own money in to it and induced his friends to do likewise, and knowing that the mine is a good one and that the smelter will be a success, he continues the work. Mr. James Findlay, a mining and mechanical engineer of 25 years' experience, has been engaged to take charge of the mine, and Mr. Keddie, late superintendent of the mine, will take charge of the smelter.

Mr. Treat has great confidence in the future of the property, and declares that before long the Van Anda will be on the list of paying mines.

REV. J. A. GORDON CALLED.

Congregation of Calvary Church Send a Call Across the Continent.

The congregation of Calvary Baptist church, from the pastorate of which Rev. Ralph Trotter recently resigned to go to the Boundary Creek country, last evening extended a unanimous call to Rev. J. A. Gordon, M.A., pastor of the Main street Baptist church of St. John, N.B., the salary offered being $1,500 a year. Rev. Mr. Gordon is looked upon as one of the strongest ministers in the Maritime Provinces, he having been very successful in every field which he has worked, and in each was the means of largely increasing the congregations, building new churches and leaving his charges in splendid standing financially and otherwise. Before going to St. John he was at Yarmouth, N.S., and previous to that at Charlottetown, P.E.I. Three years ago the British Columbia congregation extended him a call to take the position of superintendent of missions and he would have accepted but for the fact that his congregation had just completed a new church at a cost of $30,000 and he did not consider it fair to leave them until the building has been paid for. He is very anxious to come to British Columbia and has four sons, all graduates of Eastern universities, who are desirous of coming West.

The decision of the congregation was telegraphed to Mr. Gordon last evening, but it is not expected that he will send an answer until he received the secretary's letter giving particulars.

FILIPINOS DISPOSED OF.

President Has Private Advices That They Will Give In in Few Days.

Minneapolis, Minn., March 16.—United States Senator Kyle, of South Dakota, said here to-day that President McKinley has lately received private advices to the effect that the Philippine republic was on its last legs. The Senator said he had received this information from sources very near to the President and that the latter anticipated the final collapse of Aguinaldo's government and complete possession by Gen. Otis within a few days.

DREYFUS HAS A CHANGE.

Belief That the Exile Has Been Removed to French Guiana.

Kingston, Jamaica, March 16.—A correspondent at Cayenne, capital of French Guiana, writes that Dreyfus, the famous French military prisoner, is exciting little public interest there, but that private circles feel strongly against him, some predicting his return to his place of captivity on Devil's island, off that coast. This is looked upon here as implying that Dreyfus was removed from Devil's island to Cayenne.

Paris, March 16.—The Figaro publishes a report of an interview with the Pope, had by its correspondent in Rome, in which His Holiness expressed his astonishment at the passions which had been aroused in France over the Dreyfus question, adding that it was perfectly true that France had always been at the head of civilization or barbarism. The Pope deprecated the attempt to transform the affair into a war of race or religion, declaring that now that the matter had been relegated to the highest court of the republic, the report of that tribunal should be awaited with tranquillity.