Transport Commission

Members Reached the City Last Evening Preparatory to This Morning's Session.

Meeting at Board of Trade to Take Up Question of Harbor Improvements.

Scope of Commission Outlined —Points That Were Discussed at Vancouver.

THE members of the transportation commission reached the city yesterday evening from the Mainland on the steamer Princess Victoria, and are registered at the Driard. The chairman is Robert Reford of Montreal, the other member being J. H. Ashdown, the prominent hardware man of Winnipeg, he having been appointed to the vacancy caused by the death of the late John Bertram. E. C. Fry of Quebec was also appointed a member, but he resigned and the vacancy has not been filled. C. N. Bell of Winnipeg is secretary and A. Horton official stenographer.

Explanatory of the object in hand Mr. Reford said the commission had been appointed to ascertain at different points the necessities of transportation, so as to allow the various products of Canada to be shipped to the great markets of the world. Sessions had been held at Halifax, St. John, Sydney, Montreal, Kingston, Port Colborne, Owen Sound, Depot Harbor, Fort William and Port Arthur to find out what, if anything, was lacking in the way of facilities. Among the interim reports sent in was one recommending ice-breakers which would allow longer navigation in the ports of the upper Great Lakes. He was sure the government would grant whatever was reasonable for the development of the commerce of the western country, which was bound to be one of the best on earth.

The sittings of the commission in this city will begin this forenoon in the board of trade rooms at 10:30. The question of harbor improvement in this city is a subject which may be considered as well within the scope of the commission. The proposal of the property owners along the water front for the deepening of the harbor to 25 feet from the entrance to Point Ellice bridge will also be brought to the attention of the commission. This was endorsed by the board of trade and will be supported by the committee when the representations are made today. The chairman of the committee is C. H. Lugrin, and associated with him are T. W. Paterson, M. P. P., D. R. Ker, Capt. J. G. Cox, L. G. McQuade, J. A. Sayward, Dr. Elliott S. Rowe, Joshua Kingham and others

Transportation of Wheat

At the session of the commission in Vancouver on Tuesday evening, R. H. Alexander of the B. C. Mills, Timber & Trading Company said there was no long list for presentation, and while present commerce was fairly well facilitated by natural advantages on the side of the ocean, the main point was transportation of products from the interior to the coast. He pointed out the importance of cheapening the cost of transportation of wheat or flour from the Northwest. It was impossible to compete in the markets of the Orient until the rate were as cheap as that on the grain to Seattle and Tacoma. It was almost altogether the soft wheat flour which had been hitherto exported, and in reply to Mr. Reford he said he was not prepared to state if the flour made from No. 1 hard wheat would bring a higher price. Chinamen as a rule preferred buying the cheaper article. A further advantage in favor of the Americans was that the furthest wheat districts tributary to the coast were nearer than the nearest wheat fields tributary to Vancouver. He did not think there was much fault to be found with harbor facilities.

Shipping and Railway Facilities

"Are you looking to future requirements?" Mr. Ashdown enquired. "Do you desire any more facilities for other railways? Can you offer them docks?"

"We have very few," Mr. Alexander replied.

"What advantages can be offered to other steamship lines besides those of the C. P. R.?" Mr. Reford enquired.

The point was instanced of a Seattle shipping firm being hampered in obtaining dockage facilities, and Mr. Ashdown said such must not be the case if commerce were to be carried on without any handicap.

Mr. Alexander said that, while room was limited, there was more space on the other side of the Inlet.

"But how far would that be from the warehouses in the city?" Mr. Ashdown asked.

It was explained that a railway would extend around by way of the Second Narrows, several miles in distance.

"It would pay to use the docks on this side," Mr. Alexander remarked, and Mr. Ashdown asked where room could be obtained when most of the docks were already held, principally by the C. P. R.

False Creek as a Harbor

"What about False Creek?" the chairman asked, and Mr. Alexander advocated the dredging of this as an auxiliary harbor. It reply to the chairman, he stated that the advantage of False Creek as a harbor would be that it would be in the city.

Questions in detail regarding the depth of False Creek, an estimate of the cost of dredging, etc., were asked, but these could not be given. It was arranged that this information should be secured from Mr. Roy, who is conducting the work on behalf of the Dominion government.

Mr. Ashdown enquired particularly regarding the rates on lumber eastward.

Mr. Alexander stated that if False Creek were improved so as to be a harbor, trade would be necessary and rates would have to be reduced to increase the trade.

"How much would rates have to be reduced?" Mr. Ashdown asked.

Mr. Alexander said he had not taken this into consideration except in a general way.

The chairman asked if there were no further harbor improvements te be suggested, no more lighthouses needed, or buoys, and had there been no wrecks? Mr. Alexander did not think anything was lacking, the precautions being fairly good.

Bonus for Shipbuilding

He suggested the government giving a bonus on shipbuilding in British Columbia, which would greatly assist the trade in lumber, as the exporters were now entirely dependent, as far as long timbers were concerned, on ships of American register, which demanded a premium.

The chairman said this was a good point, as the suggestion had been made in other places also.

Five dollars a ton as a bonus was mentioned by Mr. Alexander. Wooden sailing vessels would be built. It would be an important industry and would assist the lumber trade. The export and import of other products would also be assisted.

C. P. R. Rate on Grain

B. W. Greer, general freight agent of the C. P. R., stated in reply to questions from Mr. Ashdown that reduced rates of 25c as compared with the regular rates of 35c from Calgary and 45c from Swift Current, had been given on oats. He thought the company might give pretty nearly as good a rate on wheat, and would meet the conditions on the other side of the line. The company had gone to great expense to have a soft wheat produced in the Northwest compete with that grown in the state of Washington.

"Would that wheat be for export?" the chairman asked.

"Exclusively," Mr. Greer replied. "To the Orient."

"That is a good idea," was Mr. Reford's comment.

Mr. Greer stated further that the rate would have to be low, so as to compete with Washington. The C. P. R. would have a carry of 700 or 800 miles, while in Washington it did not exceed 250 miles. The wheat would be shipped as flour.

"Would you have the mills in Vancouver?" was asked.

"Maybe. There are mills already in Calgary and the Okanagan," was the reply. "If there were any export trade in the grain itself, the company would be alive to the situation and would erect an elevator. The traffic in flour to the Orient is bound to increase every year." He did not think Alberta wheat could be shipped to England in competition with Manitoba hard, notwithstanding that wheat was exported round the Horn to Europe.

Careful enquiry was made by Mr. Ashdown regarding rates, to ascertain the probability of export of Alberta wheat to England via Vancouver. Mr. Greer thought the markets of the Orient would take all the Alberta wheat which could be produced for some years to come. Any business west he thought could be handled without any great changes in the grades of the railway across the mountains.

Reference was made by Mr. Greer to the under-run cargo which permitted American coasting vessels to carry cargo from Canadian ports, which operated to the disadvantage of Canadian shipping companies. Were it not for this American competition there would be more frequent sailings of C. P. R. boats. This point will be enquired into by the commissioners.

Houston Seeks "Simple Life"

The Mayor of Nelson Takes His Coat Off and Sticks Type in Nevada.

Complications Arise in Kootenay Town Because of His Prolonged Absence.

From Our Own Correspondent.

NELSON, B. C., Sept. 27.—John Houston has been located at Goldfields, Nev., working as a journeyman printer. He is said to be $5,000 in arrears on his paper here. He is likely not to return, in which case there will be a vacancy, not only for the Nelson mayoralty, but for provincial member for Nelson.

The city council will tomorrow cut down his salary to $1 per mensem. The following facts came out in a resolution which was presented to the council by Ald. Kirkpatrick, who has ever been regarded as the staunchest of all the following of the missing mayor:

That Mayor Houston left here early in August last to attend to an application made to the provincial council by the West Kootenay Power & Light Co. to have certain plans approved, the approval of which plans, it was thought, would inure adversely to the interests of this city's power plant, now in course of erection; that he was given authority by the council to order those expenditures in connection with this matter which he might deem advisable in the city's interest; that he drew his salary for August and September, $100 a month; that he further drew $100 for expenses, for which he was subsequently to account; that on August 12th he sent a draft for another $200, which was honored; that he has given no accounting of these moneys; that he has not been heard of by the council since August 12th.

On these facts Ald. Kirkpatrick drafter a resolution, which was unanimously carried, that $300 be set to the private account of John Houston, and gave notice that at a special meeting of the council to be held tomorrow week another resolution would be presented cutting the salary of Mayor Houston to $1 a month during his absence.

The comment on this action in the city is that Houston has practically drawn his salary to the end of his term, excepting two weeks, and the proposed action is much like shutting the stable door after the steed has been stolen.

NORWAY'S CONSTITUTION.

Future Form of Government Likely to Be Decided by Storthing.

Christiana, Norway, Sept. 27.—A resolution signed by ten deputies was introduced in the storthing today, proposing before the middle of November, to decide on the future form of the Norwegian government and that a final decision of the matter be postponed until after the elections of 1906.

Paris, Sept. 27.—M. Leyland, minister of the foreign office of Norway, today gave the Temps' Christiana correspondent an authorized statement. He said Norway would take steps to secure an early recognition by the powers. This recognition will cover Norway's independent sovereignty without reference to the question of the government's status as a monarchy or a republic, which would be subsequently determined.

TYPHOON WORKS DESTRUCTION.

Washington, Sept. 27.—In a despatch to the war department from Manila, General Corbin reports that great damage was done by the storm yesterday, and that the quartermasters depot was completely destroyed.

Big Fair Now Open

Sir Henri Joly Inaugurates the Dominion Exhibition at New Westminster.

Sun Shone Brightly and Large Crowds Were In Attendance.

Enthusiastic Scenes Characterized Ceremony—Presentation of Civic Address.

From Our Own Correspondent.

NEW WESTMINSTER, Sept. 27.—The Dominion Exhibition was auspiciously opened today by Sir Henri Joly de Lotbiniere with military pomp and semi-regal splendor. The official ceremony took place from the balcony of the manufacturers' building, fronting the plaza. The importance of the event was signalized by the fact that Old Sol, who has been somewhat in retirement for many days, came out from behind the clouds to witness it, and Jupiter Pluvius was so busy hearing and seeing what was going on that he ceased business.

Official Opening

Shortly before 3 o'clock the lieutenant-governor's barouche arrived on the grounds. His Honor was accompanied by Mayor Keary, Capt. Drake, aide-de-camp, and Mr. Muskett, the lieutenant-governor's private secretary. He was met by Lieut.-Col. Whyte and Capt. Duff-Stuart, who acted as escorts, and conducted His Honor to the entrance of the manufacturers' building, in front of which was the guard of honor from A and B Companies, Sixth regiment, Duke of Connaught's Own Rifles, under command of Capt. Johnson. The guard saluted while the Irish Guards' band played the national anthem. After the usual courtesy inspection His Honor was joined by Premier McBride and Hons. Green and Fulton and Mr. Neil, together with F. McKay, the premier's secretary, who proceeded with him to the balcony.

Following the presentation of the civic address, President T. J. Trapp of the Royal Agricultural and Industrial society welcomed the King's representative, to which His Honor replied and also addressed the concourse gathered below, officially declaring the exhibition opened. His remarks were received with cheers and applause, whistles tooted, bands played the national anthem, and the Dominion Exhibition of 1905 was duly inaugurated.

Distinguished Visitors

Among the distinguished visitors at the opening were John Burns and J. A. Baker, English members of parliament. Both were unstinted in their praise of the magnificent displays, especially agricultural and horticultural. "It is the finest I've ever seen," said the noted labor leader. "It makes me regret my boyhood days have passed." The deduction is obvious.

The inclemency of the weather and the slobby condition of the track necessitated a postponement of the day's racing and broncho busting.

The Irish Guards' band and their brilliant uniforms made an instantaneous hit. Their concerts are the great attraction of the exhibition. Early morning showed signs of weather improvement and crowds are out to see the grand electrical illuminations.

"Excellent and ample accommodation in both hotels and private residences is available for exhibition visitors," is the emphatic statement made tonight by A. H. Ferguson, secretary of the accommodation bureau. "Somehow visitors have obtained an impression on the outside that the city is unable to furnish rooms. This is not true, as I have a list of 800 rooms ready for immediate occupancy." The bureau provides messenger boys to escort visitors to their quarters without expense.

Queen's Park Blaze of Light

Tonight Queen's Park is thronged with interested spectators, who are a unit in praise of the magnificent electrical display—the greatest in point of artistic merit and the lavish use of lights ever seen in the West. Every corner of the vast park is brilliantly lighted, and the outlines of the walls and roofs of the numerous exhibition buildings stand out clear against the inky blackness of the night. It is a wonderful sight, these thousands of sparkling incandescent bulbs aided by scores of arc lights and the play of the big searchlights. A fairer setting for truth, only instead of the silent mystic playground, the home of the elf and the goblin of childhood's memory—rises the murmuring voices of a multitude of more materialistic beings.

The initial day of the exhibition finds the numerous buildings a blaze of color and animation. Practically speaking, all the exhibits are in place, and by tomorrow every one will be completed. The rush this morning for the final inspection by the management immediately preceding the official opening was tremendous. All last night willing workers toiled steadily to have everything in order. Notwithstanding the inclement weather of the past previous days, the grounds were all tidied up and presented an excellent appearance. Cinder walks, attractive boulevards, and tumbling fountains flanked by ornamental flower beds and beaches, with the bright autumnal tints of the shade and ornamental trees and the more sombre hues of the evergreens, made a pleasing prospect to the eye. Queen's Park is indeed in holiday attire for its visitors.

Products of Field, Mine and Forest

That the exhibition is one of national importance, embracing the resources, the industries and the manufactories of the whole Dominion, is clearly indicated by even a cursory inspection of the thousands upon thousands of exhibits. It is a credit, not only to the Royal City and its energetic citizens; to the province within which it is held—but to the whole of the people of Canada, and it is particularly a tribute to the resources, the industries and the brains of the Pacific Northwest, from which it draws its predominating displays of the products of the fields, the mines and the forests. In all departments the exhibits are remarkable, the number of entries in each being far ahead of anything that was at first anticipated. Take, for instance, the livestock department; the entries will exceed by hundreds those received at former fairs held by the Royal Agricultural and Industrial Society.

That Manager W. H. Keary has achieved a wonderful success may be known by the unstinted praise of every visitor to the grounds. He and his able corps of assistants have much to be proud of, as also has every individual member of the R. A. and I. Society, under whose auspices the exhibition is held. An exhibition that is truly national—in scope, with British Columbia in the foreground, having as a leading object the bringing together of the manufacturer and capitalist of the East and the natural wealth and material production of the West.

The "Sockeye" Run

Fronting the green oval on the north, which is in turn surrounded by the race track, is the quadrangle formed by the old agricultural building on the west, with the new palatial manufacturers' building in the centre and the handsome industrial and administrative building on the east. The former dilapidated stock sheds have been demolished, and in their place are substantial and comfortable sheds built on the latest hygienic principles. Other buildings contain the mineral, poultry and dairy exhibits. Scores of tents dot the grounds, and on the east side of the track is the "Sockeye" run—a feature that provides abundant amusement and entertainment for the curious, both young and old.

The Dominion exhibition is opened. It remains for the people of British Columbia to give it their loyal support that it may become the unqualified success it is worthy of, both financially and in point of attendance.

ZEMSTVOISTS' RESOLUTIONS.

Congress of Workers Discuss Subject of Judicature.

Moscow, Sept. 27.—The congress of the zemstvos and municipalities at its session yesterday, in addition to the programme already cabled, adopted a special resolution on the subject of the judicature. It declared itself in favor of the complete separation of the department of justice from the other branches of the administration, the removability of judges, the reinstatement of the system providing for the election of judges and the trial of every case before a jury, the abolition of the capital penalty and punishment by administrative process, and the abrogation of the laws legalizing the proclamation of a modified form of martial law.

Nanaimo Workers' Sensible Move

Mass Meeting of Underground Employees Discusses Strike Situation.

Unanimously Intrust Adjustment of Difficulties to a Select Committee.

From Our Own Correspondent.

Nanaimo, Sept. 27.—At no time since the inception of the strike has the feeling been as general that an early settlement of the trouble between the strikers and the colliery company was at hand than that which prevails tonight as a result of the mass meeting which was called by Mackenzie King, deputy minister of labor.

Promptly at 4 o'clock the opera house was filled to overflowing with the underground employees of the company who assembled at the request of Mr. King for the purpose of discussing the present situation and plans for ending the trouble. In opening the meeting Mr. King at once went into the question at issue, stating that his object in coming to the city was to bring both parties together and end the strife which had caused such disastrous conditions in Nanaimo during the last four months. After dealing with the conciliation act, its nature and application to the present trouble, the minister of labor stated that he addressed them not as members of the United Mine Workers or Western Federation of Miners, but merely as employees of the Western Fuel Company, and it was as such that he wanted them to meet the management of the company in an effort to settle the difficulty.

He was quite sure that if the meeting would intrust its business to a committee of say five of their number, the committee to have full power in the matter: that in thus manner an amiable settlement would be reached without delay.

Miners' Unanimous Resolution

After presenting his plans to the meeting Mr. King invited an open discussion, but the meeting was unanimous on the question and passed the following resolution without a dissenting voice:

"That this meeting appoint a committee of five persons to negotiate a settlement of the existing difficulty between the Western Fuel Company and its former employees, such committee to have power to act on behalf of one-half of the employees, provided that the committee is able to obtain such terms as they believe are honorable and fair, regard being had to all existing conditions."

After the resolution had been passed unanimously the next business was picking a committee of five. Eight were nominated but three declined to stand. The remaining five were appointed such committee as follows: J. R. McKenzie, Richard Booth, Geo. Johnson, Jos. Hardy and J. W. Graham.

After the committee had been selected Mr. King asked if any one present wished to speak or had any question to ask, but

The Meeting Was Unanimous

and most harmonious and asked for no discussion, and finally adjourned after a short and successful session. Mr. King had prepared ballot papers for the use of the meeting, but the feeling was so unanimous on the point that they were not needed, which speaks much for the feeling of the miners on the question at issue.

Interviewed today, Mr. King stated that the meeting was the most orderly that he ever attended, and in reply to questions on the probability of a settlement the deputy minister replied that in view of the harmony among the miners and the spirit shown he had no doubt that an adjustment of the difficulties would be reached within a few days. Whatever difference of opinion the miners had entertained in the past, today's meeting showed clearly that these had been shelved and that they were now standing united, presenting a solid front for an

Effort to End the Strike

No doubt tomorrow the committee, with Mr. King, will have a conference with Mr. Stockett to go over the terms, but it is not expected that a final understanding will be reached on every point for a day or two at least, but owing to the fact that negotiations are under way it is regarded that a settlement is certain. The question of recognition has been shelved for the present.

Before the meeting closed the question was raised of inviting to the city for the purpose of meeting and addressing the miners, John Burns, M. P., the great English labor leader. It was decided to do so, but it is feared that owing to pressure for time Nanaimo will not have the pleasure of hearing one of the greatest leaders of the century in labor movements.

Pacific Coast Happenings

The Latest Development In Hill's "Coast to Kootenay" Scheme.

Six Hundred Thousand Is the Total of Sunday's Fire at Butte.

Hold-up Men Men Continue to Work Tacoma Saloons—Three Miners Killed.

OLYMPIA, Sept. 25.—The Portland & Seattle railway company will ultimately extend its line up the Columbia and Okanogan rivers to Oroville in Okanogan county and thence into British Columbia. The statement has as its authority an officer of the new road. The surveyors engaged ostensibly in Chelan and Douglas counties on a proposed independent line, promoted by J. D. Atkinson and several Wenatchee men, are really in the employ of the Hill roads and that another party at work near Oroville is also in the employ of the big companies. It is claimed that the Hill roads will build from British Columbia down the Okanogan and along the west bank of the Columbia to Ordondo. There they will cross the river. The extension talked of would give the Hill roads, with the Spokane Falls & Northern, control of the Columbia river valley traffic and also enable them to invade Canadian Pacific territory. The Spokane International and its traffic arrangements with the Canadian Pacific, means that the Canadian Pacific is seeking an entrance, not only to Spokane, but to Portland over the O. R. & N. The extension up the Columbia by the Hill roads is part of the railroad war developing between the Canadian Pacific and Harriman interests on one hand and the Hill roads on the other. The Portland & Seattle railroad today applied for rights of way over six sections of state land on the north bank of the Columbia river between Kennewick and Vancouver. These applications, with one previously filed, cover all the state lands crossed by the road with the exception of section 36, township 13, range 16 east, which is directly south of Goldendale. It was in this section that the Columbia valley road, said to be in the Harriman interests, jumped in with a right of way application a few weeks ago, taking in a more feasible route along the water's edge.

Butte, Mont., Sept. 25. (Special.)—The latest careful estimate of the loss by fire Sunday which swept the business portion of the city between Shodair block and Renshaw valley on the west side of Park street reaches $600,000 with insurance of $350,000. The city library was half destroyed with the loss about $60,000. The Symons Dry Goods company is the heaviest loser—$300,000 fully insured. All the property holders will rebuild immediately.

Seattle, Wash., Sept. 25 (Special.)—Rollin Bullock of this city was struck by an interurban train at Foster, between here and Tacoma last night and so badly injured that his life is despaired of.

Henry Krinkle yesterday informed the police that he was robbed of $600 in a house in the restricted district. As a result last night the police were filling in a dozen colored negro women until he could find one Krinkle could identify.

Rather than take chances with a shipment of $250,000 in gold by a passenger steamer or railroad from Tacoma to Seattle the Scandinavian bank yesterday afternoon chartered the tug Mystic and intercepted the bullion shipment at the steamer San Mateo's dock in Tacoma and brought it back to Seattle. The tug caught the San Mateo as she tied up at Tacoma and the gold was immediately transferred to the Mystic.

Sacremento, Sept. 25. (Special.)—Three miners working at the bottom of a 285 foot shaft were horribly crushed to death yesterday by the cage dropping from the surface mangling them so that identification was possible only by the clothing. The names are John Sealy, Darby Judge, and W. Haynes.

Tacoma, Sept. 25. (Special.)—Another saloon hold-up was added to those which have taken place here lately when at 2 o'clock this morning a lone man entered the Vesuvius saloon with a towel for a mask and stood the bartender and occupants against the wall while he secured $7 from the cash drawer.

YELLOW FEVER REPORT.

Slow Progress Being Made in Stamping Out Disease.

New Orleans, Sept. 27—The yellow fever report to 6 p. m.: New cases, 19; total to date, 2,918; deaths, 5; total, 380; new disease centres, 5; cases under treatment, 272; cases discharged, 2,296.

The remarkable feature of the yellow fever report today is the small number of cases, the smallest reported on any day since the early days of August.

The chapel of the convent of Perpetual Adoration of Marais street was fumigated today. The country reports show a total of 54 new cases and three deaths.

Pensacola, Fla., Sept. 27.—Six new cases and two deaths is the total of the local fever history today.

Jackson, Miss., Sept. 27.—The Mississippi yellow fever summary tonight is: Hamburg, one new case, one suspicious case; Vicksburg, five new cases, one death; Gulfport, four new cases; Mississippi City, one new case; Port Gibson, one new case, one suspicious case.

SECOND HAGUE CONFERENCE.

Russia Has Issued Invitations to the Powers to Reassemble.

St. Petersburg, Sept. 27.—It is announced that the Russian representatives abroad were instructed on September 21st in a circular to communicate to the governments to which they were accredited an invitation to a second peace conference at The Hague. They were further directed, in the event of acceptance, to announce that the Russian government's proposals would be strictly practical, and that the conference would especially and exclusively deal with the serious questions arising out of the late war, which it was essential should be settled without delay.

MOROCCAN AGREEMENT.

French and German Representatives Arrange Final Details.

Paris, Sept. 27.—M. Revoil, representing the French government, and Dr. Rosen, the representative of Germany, conferred at the foreign office, arranging the final details of the Moroccan agreement. Dr. Rosen and M. Revoil said after the conference that although a complete agreement had been reached, the signing of it would go over until tomorrow.

COLON'S NARROW ESCAPE.

City's Destruction by Fire Was Narrowly Averted Tuesday Night.

Colon, Sept. 27.—This city narrowly escaped destruction by fire last night. Two blocks were burned, the loss aggregating $75,000, and nearly all the government records were destroyed. The postoffice was burned out, only a handful of mail being saved. Tents are being erected by the sanitary authorities to shelter the homeless. The fire originated near the railroad, the main buildings of which were destroyed. Other buildings burned include the Phoenix hotel, several liquor stores and smaller hotels, tenement houses, and a large house known as Rowe's building, containing the postoffice, offices of the municipality, of Governor Melendez, the port inspectors, the judiciary and other offices. This building soon caught and was quickly destroyed. The treasury building was also burned.

GAYNOR AND GREENE.

Celebrated Couple Bow to the Inevitable and Will Go Home.

Syracuse, N. Y., Sept. 27.—A despatch to the Post-Standard from its Montreal correspondent tonight says that John P. Gaynor and Benpamin D. Greene, the United States exiles, have abandoned all hope of successfully resisting extradition, and all they now ask for is a fair trial in Georgia. "We are now ready to face justice in the United States." Mr. Gaynor is quoted as saying to the correspondent. "We are not afraid to face the courts of the United States. We feel confident that, given a fair trial, we will be acquitted.

"We believed that in coming to Canada we would break away from any undue political influence to interfere with justice. We have found that the question of international relations was raised on every side and that issue balked all our efforts. In fact, the United States government demanded that we should go back at once, and we must go back."

READING ELECTS DIRECTORS.

New York, Sept. 27.—All the Reading directors were re-elected at the annual meeting today of the New York, Ontario & Western Railway company. The lease of the Port Jervis, Monticello & Somerville road as well as the Ellenville & Kingston railroad and the Peckshort and connecting railroad were approved. A total of 477,000 shares were sold at the meeting.

WINTER IN MANCHURIA.

Russian Troops Will Not Return Until Next Year.

Godzvadani, Manchuria, Sept. 27.—A recent record of General Linevitch to the army leads to the conclusion that the troops will spend the winter in Manchuria. Drills and target practice will continue and games will be organized to keep the men occupied.

Surgery in Japan's Navy

Chief of Naval Medical Staff Addresses Gathering of U. S. Savants.

Most Wonderful Contribution to Modern Surgery Is the Verdict.

DETROIT, Sept. 27.—Surgeon-General Suzuki, of the imperial Japanese navy, today in his address before the convention of military surgeons of the United States made what was declared by Medical Director Joseph Wise of the United States navy to be the most valuable contribution of modern times to naval surgery.

"Much of our success in the treatment of quantities of extra heavy clothing, that before every engagement I ordered each member of the crew to bathe and put on perfectly clean underwear. In many shot wounds fragments of clothing are carried into the body, and our insistence upon clean underclothing prevented many cases of blood poisoning. Our experience during the war has proved that a conning tower of a warship is a most dangerous situation. Fragments of shell penetrate through the slits in the tower made to protect the commander a range of vision and do great damage. Realizing this fact, Admiral Togo in all the naval engagements directed his fleet from the compass bridge of the Mikasa without receiving at any time the slightest wound.

The Eyes Behind the Gun

"Before every engagement surgeons examined carefully the eyes of all gunners. Any found with slight impairment of vision were treated, and if the impairment was too grave to yield to treatment they were transferred to another station and their places were filled by others whose eyes were perfect, and, too, during engagements every battery crew was provided with water in which a one per cent. solution of boracic acid had been mixed to wash out their eyes when they became affected by powder, smoke or dust. We also ordered to every man in the fleet before going into action cotton wool with which to plug his ears and thereby prevent rupture of the eardrums by the concussion of the gunfire."

Dr. Suzuki said that by the issuance of quantities of extra heavy clothing, boots, etc., Japanese ships were so well fortified against cold that despite the winter operations against Port Arthur not one case of frost bite was brought into the surgery of the ships. The issuance of large brimmed straw hats during the summer also help to prevent sunstroke.

First Aid to Wounded

Dr. Suzuki said that the Japanese surgeons had discovered that it is impracticable during action to attempt anything but the most necessary first dressing of severe wounds. After the action is over, he said, the surgery should be made ready for the absolutely necessary major operations, but in all cases possible the wounded men should be hurried to a base hospital before being operated upon.

Discussing the location of surgeries on warships, he said that the Japanese experience had been that had all better be located below the water line, as locations above that point are too much exposed to the enemy's fire. He urged the necessity of removing from the decks of warships all objects not absolutely necessary to the operation of the ship, and described how 23 men were killed and wounded on the Mikasa by fragments of a semaphore which was struck by a shell.

WHOLESALE ROBBERY.

Elizabethtown, N. J., Sept. 27.—Frederick M. Ercker, employed as a shipping clerk by the Singer Sewing Machine Company, was arrested today on a charge of stealing $250,000 worth of machine parts from the company.

Dominion News Notes

Conference on Provincial Claims Will Probably Assemble Shortly.

Fourth Vice President of the C. P. R. to Wed Today in London.

Farmers of Northwest Already Have $3,000,000 Cash for Wheat Sold.

OTTAWA, Sept. 27.—W. Pugsley, attorney-general of New Brunswick, is here today and says he expects the Dominion government shortly to invite the provinces to meet at Ottawa for a discussion of financial arrangements, fishery jurisdiction, etc., as promised by Sir Wilfrid Laurier last session.

The hearing of the Ontario appeals commences in the Supreme court on the 9th.

The Quebec government, with the co-operation of the federal authorities, will take steps shortly for the Supreme court to determine accurately the strip of the Labrador peninsula, the ownership of which is vested in Newfoundland. The island colony has been granting timber licenses in the interior of the country, which is really owned by Quebec. The question will be brought before the Supreme court.

The writ for the extradition of Gaynor and Greene will probably be issued tomorrow.

Montreal, Sept. 27.—The marriage of Miss Allene Birchall, daughter of Mr. and Mrs. W. N. Birchall, of this city, to George M. Bosworth, fourth vice-president of the C. P. railway, will take place quietly in London, Eng., tomorrow, the 28th of September, at St. Matthew's church.

Baggageman Arrested

Quebec, Sept. 27.—A baggageman in the employ of the C. P. R. is under arrest here charged with theft. Others are said to be implicated. The baggage of transatlantic passengers has been pilfered at both Quebec and St. John, the company, it is said, having had to pay out large sums of money in claims for missing articles.

St. Thomas, Sept. 27.—The Journal has passed into the hands of A. S. Smith, this city, who is understood to have paid J. S. Brierly, managing director of the Montreal Herald, between $35,000 and $40,000 for the plant.

Brantford, Ont., Sept. 27.—Felix Doyle this afternoon was found guilty of murdering his mother in Burford township last February. Judge Anglin charged strongly against the prisoner. The jury was out only twenty minutes and made no recommendation for mercy.

Winnipeg Wirings

Winnipeg, Sept. 27.—To date 5,600,000 bushels of wheat have been marketed since September 1st at Canadian Pacific points, representing over $3,000,000 in cash in the farmers' hands.

The capital Lacrosse team, on the way to New Westminster, 18 in number, spent an hour in the city this morning. They all look in fine shape.

Boissevain, Man., Sept. 27.—While duck shooting here R. Guinett was seriously wounded by his companion. A bullet from a .22-calibre rifle struck him in the neck and passed out above the ear. He fell in the water but was rescued and may recover.

Wetaskiwin, Sept. 27.—Wheat is yielding 40 bushels per acre around here.

Medicine Hat, Sept. 27.—H. Bishop, a janitor of the hospital here, found F. Guggesburg hanging by the neck in the stable this morning. The deceased man had been an inmate of the hospital suffering from lumbago for some time. The coroner's jury returned a verdict of suicide.

APPOINTING A RECEIVER.

George Gould Explains the Application to Virginia Courts.

New York, Sept. 27.—Representatives of both George J. Gould and Joseph Ramsay said today that neither of them had asked for the appointment of a receiver for the Little Kanawha Syndicate, an organization controlling coal lands and railway interests in West Virginia. It was stated that the action had been brought about by interests hostile to the syndicate, who were anxious to prevent the property from being turned over to the Vanderbilt roads. Mr. Ramsay expressed the opinion that the only effect the application would have would be a delay in closing the deal.

FIVE CHILDREN CREMATED.

Unfortunate Little Ones Burned to Death While Asleep.

Fort Dodge, Ia., Sept. 27.—Five children were burned to death while asleep by a fire which destroyed the Anderson home today. The fire was caused by a gasoline explosion. Anderson is a switchman.

WRECK OF PASSENGER TRAIN.

Entire Train on Rio Grande Overturned But No One Killed.

Denver, Colo., Sept. 27.—News has just reached here of the wreck of the eastbound Rio Grande passenger train at a point between Dolores and Glencoe, two miles west of the latter place. The train was taking a sharp curve when the baggage car left the track, taking with it both passenger coaches. The entire train was overturned and all of the passengers, about thirty in number, were bruised and shaken up.

DUEL IN EXPRESS CAR.

Drinking Leads to Quarrel and Probable Fatal Pistol Play.

Decatur, Ill., Sept. 27.—John E. Ryan of Chicago, a Pacific Express messenger on the Wabash passenger train, and Edward Greene, also of Chicago, a former express messenger, fought with pistols in Ryan's car today. Both were seriously wounded and may die. Conflicting stories are told by the combatants. Greene says that he got on the express car in Chicago, intending to go to his home at Pittsville, to visit relatives. He was an old friend, and Ryan, he claims, permitted him to ride. Greene says he assisted Ryan with the express matter, and then they began drinking. Jokes led to a quarrel, and Greene says he and Ryan drew pistols at the same time. Ryan's story is that he did not see Greene in the car until the train reached Cerco Gordo. Believing that Greene jumped in for the purpose of robbery, Ryan fired at him. The duel continued until the train reached the outskirts of Decatur, when Greene opened a door and jumped from the car.