				RIDAY, SEPTEMBEL	Capt. McIntyre to move his ship and	DEATH OF ALEXANDER THE	and the second s
	LABOR'S HOLIDAY	sonally concerned he considered it a great honor to be associated on the	BRISIOL S REIUKN	project was abandoned.	could be made it was impossible to re	- Editor of the British Column	
	Disposi o Lagrandia	platform with Mr. J. C. Brown, of New Westminster, who, he said, was a hard		held night after night to discuss the grievances arising from the delays and	pair her. To every entreaty of th passengers he turned a deaf ear. It was	- Tray.	
	and a sumber to the state of the	fighter for the rights of the people. (Ap- plause.) With us in British Columbia,	the same the there are a set of the set of t	divers other causes. The final outcome was that a request was made to Captain	then the committee met for the firs	Alexander Borg all	\$1.50 ANNUM
	The Caledonia Grounds the Scene	Mr. Helmcken said, he esteemed it a	Had Since They Were Last	MeIntyre to bring them back to port	Capt. Lewis and crew against again out	dev et hie vosidon en al, died yester.	200000000000000000000000000000000000000
	of an Enjoyable Celebration	happy augury that we know of no col- onial power which stands so high as	in Victoria.	again. He, however, refused to do this, as he said he was acting under orders	ting to sea in the Eugene, as she was un seaworthy. Cacuses were held from	LUID CILV. WY BOOG bee 6.	
	Celebramon	Canada, and calling attention to the	the second se	from Purser Johnson, and if he ordered him to return to port he would, and not	that time on and protests were drawn		· · · · · · · · · · · · · · · · · · ·
		diamond jubilee celebration, he said the first place was given to Canada because	inside the set of the set of the set bien	unless	up and presented to Capt. McIntyre and Purser Johnson, to all of which the	survive. The decreased had not long	THE REAL PROPERTY AND
	Those Who Won Prizes-The Speech-	she took the lead in trying to make a closer union between the colonies and the	Steamer Engene Was Entirely Un-	Johnson then submitted the following proposition to the miners: "If you sign	-paid no attention.		<b>VOL.</b> 16.
1995	es Delivered by Champions	mother country. Speaking of the new		a paper disclaiming any claim that you may have about the Bristol net finishing	When the Dristoi had lain at Aler	other enterprises. A noting and	
	of Labor.	gold discoveries in the Northwest Terri- tory, he said that prosperity was now	a set of figures and the set	her trip, or any other claim you may	about the ship saying that she would	1 He show y	NOW ANOTHER
		here and the opportunity was now ripe	A State of the second s	have concerning the trip, we will re- turn." If not, then the voyage was to	leave at 8 o'clock next morning, Sept 7th, not stating, however, for where, and	a Manitopa and the Northers "	
	From Tuesday's Dally.	for this glorious province to forge ahead. "We are on the verge of bet-	Her Hawser Again Cut to Get Her	be continued to St. Michaels, where all	the special committee waited upon the	e Fitories and later on the Pacific Cost	RAILWAY H
	There was a very large crowd at the	ter times," said Mr. Helmcken, "and	Out of Reach of the Can-	we e to be landed to do as they pleased about the remainder of the journey.	captain, asking for information as to he destination."	I Prairie Province long bosen in the	RAID HAT H
	Caledonia Grounds yesterday afternoon	everyone must feel the improvement now taking place." The Trades and Labor	adian Oustoms.	All the passengers save one, seeing the		d was dreamed of, and the accounts of	and the state of the
	to celebrate the day set apart to labor- the holiday of the working man. The	Council would, among others, benefit		uselessness of going to St. Michaels and being left there at this time of the year,		Times some vears ago game	Rio Grande Passenger Tra
	rain, though at times threatening to mar	by this prosperity. In conclusion, he said, he was ever the friend of labor		signed the agreement under protest, E. B. McFarlane, manager of the Portland	us out of our rights. For while lying a	t plains was like	ion With a Freight
	the enjoyment, held off and all were in	and he and his family would ever do all	Civil Action To Be Taken by Passen- engers Against Manager	& Alaska Steamship Company, was also		Mr. Begg was a momb a	Awful Results
	consequence merry. The various races were well contested	within their power to assist the working man.	McFarland.	asked to sign a statement disclaiming his right to put in a claim for damages	to enable us to return to some poin	t ers, who did an immense busic trad-	The Section Internet
	and in some very good time was made,	The chairman then introduced Mr. J.	, with bibliot as a second	against the charterers of the Bristol by	the authorities and the steamer Engen		
	- +- 11- in the 100 trands for printers	C. Brown, of New Westminster, refer- ring to him as a well known champion		reason of the delay in leaving port and other claims he may have against F. C.	repaired, and that way was for each and	members of the firm took a grand both	Thirty Dead and a So
	tane together and were obliged to run !	of the rights of labor.	From Wednesday's Daily.	Davidge & Co. He also signed the agree-	every passenger on board to sign away	position to the rebels. When the opt	as a Result of the rible Crash
	again, Bland then proving his superior-	Mr. Brown, after expressing his pleasure at being present, his sense of	The ill-fated voyage of the steamer	ment, and the journey homeward began. The committee chosen prior to the	claims they might have. Every time this	S Dany were making efforts to the com.	TIDIO CIASI
	easy winner in the mile. It was not the	the compliment naid him by the invita-	Bristol and her unlucky consort, the little river steamer Eugene, of the Portland	voyage to look after the interests of the	was refused.	i LICIE HIE LIP BINGS OF the New	and the second s
	flat running races, however, that furnish-	tion, and congratulating the Trades and Labor Council on the success which had	& Aleska Steamshin Company, is at an	miners have had their hands full. They surmised that if possible E. B. McFar-	the second	London agent, recognizing their	Mistake in Train Order
		so far attended their efforts for the cele-	end, and the Bristol is now lying out in the roads off the outer wharf awaiting	lane would make an effort to skip and	mitted to them, seeing no other oppor	WHEN THE THE THETTER ANGUMANA IL.	of the Accident-
	tors trying to crawl through the one bar-	bration of Labor Day, declared himself not so much an advocate of the rights	the movements of her charterers and all concerned. The Eugene is on the Sound.	leave them, and in consequence of this they appointed a guard to watch him.		tion they desired But the he informa-	rending Scenes
	The state in change of the sports	of labor as anxious for the promotion of	Kearing re-seizure at the hands of the	Their surmise was correct, for on the last day of their stay at Alert Bay, at an		the information which he wother of	· · · · · · · · · · · · · · · · · · ·
	deserves great credit for his energy, for	the pest interests of an classes of so	customs authorities on the charge of entering the port of Victoria without	early hour in the morning, he attempted	her lines and fled."	it in book form in the "ITI's he put	
	dittought the programhans he not thom	its cost when it went to work and there	formally entering at the custom house	with his wife and family to leave the ship. Dr. 1 willips was sleeping in the	"The ship's crew," Mr. Van Ness con	· i Northmost ?? This is same 1 ?	Denver, Col., Sept. 10
	all off in good time. Among the large crowd present were to be seen many	mod lohop which did hol. We should be	cho has again fled	bunk below that in which McFarlane's	I III a suid s length of the United States	- best written and most accurate and com, plete of Canadian histories. It was	collision occurred at 1 o'coo ing a mile west of Newcas
		that no motore man word which fill hul	from southing at thille by culling her		I waters to facilitate her escape and he	D Geoleated to Lord Monnt Ropal	tween a Denver & Rio Gr
	generously in the celebration. Six car-	contemplate the good of all. We are re-	Lowis master of the Eugene, seems to	the room. He watched him and saw	"While lying at Alert Bay the pass	Stadacona, then Sir Donald A. Smith,	ger train and a freight of
	and about 200 were forced to	good times to which Mr. neincken hau	have a penchant for cutting in the		engers began to fear that the Eugene	This was not the only hook written	do & Midland. Details of t very hard to obtain.
	and in at home on account of lack of BC.	referred, but so long as we had no re-	steamer to Victoria last night-he hav-	that something was about to happen he	ed Captain Lewis if he would allow him	Creation of Manitoha" and "The C	It is known that A. He
	commodation. Westminster and Van- couver also contributed to the gather-	those good times would presently pass,			to command the river steamer for that	Canadian Northwest." both historical	and two children, of Hars
	ing. In the evening a dance was held on the	and a time of Drivation Tonow. Some	hawser, and with full steam up sailed	driving him back on board at the point of their revolvers.	night. Capt. Lewis agreed and he tool six armed men on board and a watch	the Sea of Life." works of fiction he	among the dead. Engineer the passenger train; R.
	2	bringing on hard times, but we could not		As soon as the deck was reached one	was kept up all night. Mr. McFarland	sides other books and pamphlets	postal clerk, and Robt, How
•	the mumber concluded the dev by	heneve in that so long as the cry of want	type of the Bristol, slowed up, and in	of the members fired two shots in the air, the signal agreed upon to call the	and his family, it seems, were secreted in the stateroom, and about 4 in the	After the Winnipeg boom the de- ceased moved further west and statted	senger fireman, are fatally gineer Ostrander and Firem
	swinging the light fantastic. A large number who would otherwise have	Tribution was the trouble. There were	a few minutes every one of the eighty- six passengers were up on deck clamor-	crew up, and in a few minutes every one	morning they made their way to the	several papers in California, then, com-	the freight train, are miss believed to be buried in the
	and the exempt enterteinment	various answers to the question, how shall we best promote the prosperity of	ing at him to pursue the flying river	cf them was assembled and were notified of how matters stood.	away in a small skiff when discovered	Telegraph, which, until swallowed up by	following are injured: Pe
	way station to see the Nanaimo-	the country? In his view it was plain	steamer. The Eusene, however, only drawing about 2½ feet of water, was	The passengers on the Bristot Dr	by the watchers, who made them return	the PI., was one of the best papers	leg broken; John H. Stan foot, Idaho, badly cut and b
- 17	ites depart on their return journey to the city of coal. The winners in the differ-	that a system which aimed to put it	able to get over into the shallow water and thus escape pursuit. The passengers	Phillips said, were a most orderly set of men and held their tempers under the	he was attempting to fly, said 'He did		Sheek, badly cut; Chas. L
	ent events are appended:	industrious man to make a comfortable	shouted to Captain Lewis warning him	treatment they, had received very well.	not deem it possible to be of any assis-	which was started by the wing of the	burned.
N. Cat	One hundred yards open-F. Cullin won;	living by reasonable effort was the right system. A country in which every man,	of all manner of consequences, but no sound came back from the Eugene save	done hurriedly and excitedly. All their	tance to the passengers in the adjustment of their difficulties, and for the sake of	satisfied with the Colonist. When the	A Rio Grande special from Glenwood, bringing
	220 yards open-C. Wilson won; D. Sin-	physically capable, had that in his pow-	the throbbing of the engines, and she	actions and plans were always laid be- fore anything was done.	his family and to relieve his own dis-	differences of the politicians were set-	comforts for the wounded.
	Potato race open-W. Bland won; W.	er would be a prosperous country, whether it had any millionaires or not.	disappeared into the darkness, heading towards the Sound.	The passengers will be said take ac-	tressed state of mind he thought flight to be his only excusable proceeding.'	fore this, however, Mr. Begg had for	eccurred on what is cal Grande Junction road. Thi
	Coleman, 2; A. J. Little, 3.	He referred to the conditions which cre-	The Bristol was about an hour's sail	tion for damages in the civil courts against McFarlane.	"When nearing port Mr. Van Ness	the time forsaken journalism to engage in other work. He, however, soon came	Newcastle to Grand Juncti longs jointly to the Denv
	F. Cullin, 2; D. Sinclair, S.	ated the "Golden Age" of English labor and the good times in early Californian	from Victoria when the Eugene fied, and seeing that he was unable to follow	MR. VAN NESS' STORY	asked permission to again be allowed to command the Eugene to see that the	back to his chosen profession and es-	Grande and Colorado & Mi
	Ci Li O. Dattar 2	Jama to show that when labor got its	her, even had he so desired. Captain Mc-	G. C. Van Ness, of Louisville, Ken-	hawser was not severed and that she	tablished the British Columbia Mining	used by both roads. Ten
	Andorson B: W A Andorson 3	The main to the	Intyre brought the Bristol down towards the outer wharf, and at 11 o'clock last	formed by the miners, tells the following	came back to Victoria. Capt. Gear, the river captain of the Eugene, however,	management.	with stock were completely and the right-of-way is st
	Stonecutters' race-W. A. Anderson won;	question of the remedy for existing bad	night he cast anchor about a mile out in the straits. As soon as the anchor	story of the trip: "The committee appointed here to dis-	filed a protest with Capt. McIntyre	A widow and one daughter survive	dead stock and debris. The latest information from
	Standing long jump-G. Anderson won;	conditions, he referred to recent utter- ances of so-called labor leaders in the	was paid out he immediately gave or-	cuss the grievances of the sailing of the	od in possession of his steamer and the	'Scarth,' formerly member of the house	makes it almost certain that
	Boys' race, under eight years-E. Carroll	United States and hoped it was unnec-	ders that none of the passengers were to be allowed ashore, and no boats were	Bristol," he says, "was practically disbanded on the steamer and no meet-	proposed guarding of the Eugene was		persons are dead and a de
	won; Innes, 2; Therrialt, 3. Girls' race, under eight years-E. Renfree	essary to say that no intelligent friend	allowed alongside; nothing was left	ing was held until the return to Alert	(Will a lange mat hashon in any one)	The funeral will take place Thursday,	ly injured that fully half o die.
	won: E. Bullock, 2; K. Hill, 3.	revelution or even denounce capital.	hanging over her sides that would in any way enable anyone to embark or	Bay. Everything went well until the seizure of the Eugene, when the first	by the passengers, and never did they	at 2:45, from the residence, Jessie street, Victoria West, and later from St. Sa-	The scene of the collision
	keth won: J. Hill, 2; A. Geldemaster, 3.	or to 1 11 her should be friends not	debark from the steamer. This was the	difficulty was encountered. This, how-	wish to appear in an improper light or	viour's church.	sharp turn in the road, and previous wresks had occu
	Married ladies' race-Mrs. Mellish won;	ed labor everywhere. A man would not	condition of affairs yesterday evening when a boat containing some newspaper	ever, seemed to be soon overcome. The	Since their return to Victoria much	-Funeral services will be held at St.	freight engine went throug
	Noneimo 8	work for others for a less reward that he could, by the same or even greater ef-	men put off from the outer wharf to	passengers had no knowledge that the Eugene in sailing from Union had	sympathy has been expressed for them	Andrew's R. C. Catherdal on the 16th	train were about 200 people,
	Bruno, won; J. H. Penketh and Hill, 2.	fort win for himself; and that which	her, and as soon as they reached the steamer Captain McIntrye ordered them	broken the law. When she steamed	Listance many local outfitting firms have	inst. for the late Bishop Lemmens. Archbiship Gross, of Portland, will of-	ly divided between the coach
4	W. Bland, 2: W. Peden, 3.	prevented him from employing himself- monopoly of natural resources-was his	away and would not allow them along-	away from that port they, all uncon- scious of her behavior, cheered her to the	shield to take back their outfits and re-	ficiate, and Bishop O'Dea, of Vancou-	smoker next the express car 30. The crash was followed
		INVAUDULY OF INCOME CONTRACTOR AND	This state of affairs continued until	echo. The Bristol followed her and pick-	fund them whatever they paid for them.	ver. Wash., will preach the sermon.	plosion. Flames shot up from

Fat men's race-J. Tagg won; A. Blyde, 2: T. J. P. Jones, 3. Miners' race-J. Old won; William Jones.

"Belay race, cigarmakers vs. printers-Printers' team won, composed of S. Camp-bell, F. Cullin, C. L. Cullin and W. E. Ditchburn.

Obstacle race—A. May won; W. Oole-man, 2; D. Sinclair, 3; F. McConnell, 4. Boys' race, 8 to 12—Fred. J. Duncan won; Chas, Grain, 2; W. Hill, 3. Bluejackets and marines, quarter mile-W. Coleman won; A. Sparrow, 2; J. Stemp,

majority were split into factions, led Miners' race-J. Old won; Wm. Jones, 2; away by this cry and that, bribed by J. Diamond, 3; G. Johnson, 4. Girls race, 8 to 12-E. Renfree won; E. this promise and that, while a small minority ran things their own way. He Creed, 2; D. Seach, 3. Single ladies' race-Miss F. Castleton trusted they would, in this new and

gloriously rich country, be wise in time, won; Miss N. Barker, 2; Miss P. Welch, 3. Hop, step and jump-J. Murray won; C. L. Cullin, 2; J. H. Matthew, 3. so that their boys who were out in such force to-day might grow up free men Sack race-A. May won; A. Geldemaster, 2; W. Hfil, 3. in a free land.

MORE FINDS.

Shipwrights' race-A. Esnouf won; S. Tulk, 2; J. Walters, 3.

Tulk, 2; J. Walters, S. Cigarmakers' hurdle race—J. Hill won;
A. Geldemaster, 2; A. Willing, S. Policemen's race—W. A. Anderson won;
T. Conlin, 2; J. Munros, 3. Printers' relay race—Won by C. L. Cul-The Willapa Brings News of the Doings of Miners on the Coast.

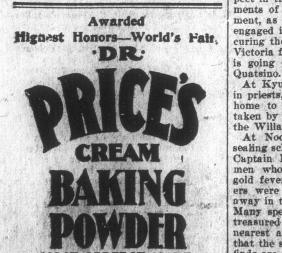
lin, F. Cullin, J. Bland and T. Bruno. Stonecutters' relay race-Won by Woods and Rudge.

Tombola prizes-The holders of the following numbers are winners in the tom-bola, and those who have not received their prize are requested to call upon the secretary, Thomas F. Gold, 23 Johnson street: 129, 758, 1097, 759, 1206, 32, 1192, **840**, 113, 56, 788, 237, 260, 350, 132, 857, 725, 1242, 570.

THE SPEECHES.

H. D. Helmcken and J. C. Brown Deliver Addresses.

The first speaker introduced by the tain Foot brought down some specimens chairman, Mr. James Tagg, was H. Dal- of the ore taken from this property, and las Helmcken, M.P.P., who was received highly of it. with applause. In opening his address he thanked the council for the invitation extended to him to speak. It was a great honor, and so far as he was per-



MOST PERFECT MADE. a pure Grape Cream of Tartar Powder. Fre-40 YEARS THE STANDARD.

oppressor. The remedy was to open the This state of affairs continued until doors, to broaden the opportunities, so about 7 o'clock this morning, when by that a man could be his own employer dint of much persuasion some boatmen in default of another. In conclusion he that were hovering around near the vesadvised them to organize. Labor unions sel were induced to come alongside were a means to such an end. They Then some of the passengers eluded the watchful eye of the ship's officers-who should get together for help and counsel, discussing not party politics, but under- aid all they could to keep them on board lying principles. The present condition -and came ashore.

Seeing that some had gone ashore Capof affairs in the United States, where tain McIntyre lifted the embargo, and every man was a sovereign, where the this morning about thirty of her eightypeople ruled, was due to the fact that the six disappointed Argonuats were wandering about the streets of Victoria, breathing vengeance against steamship companies in general, and particularly against the Portland & Alaska Steamship Company. Among those who came ashore this

morning was Dr. J. Farquhar-Phillips, a London medical man, who, having contracted the gold fever, was on his way to Dawson, and to a representative of the Times he told the following story of the luckless cruise of the Bristol and

Eugene: Soon after leaving Victoria, he said, we picked up the Eugene and took her

Captain Foot, of the steamer Willapa, ir. tow. On the Eugene were about ten who has just returned from the west men working their way upward, getting coast, says that from the present pros- a reduced fare in return for their labor, pects Quatsino Sound will soon be as and Captain Lewis, his crew and two women. Describing the Eugene, Dr. busy a mining district as Clayoquot Phillips said she was a little stern-wheel Sound. A Seattle company have made river steamer, looking as if she had seen some valuable finds at Quatsino, and are much service, and she was all boxed in now moking preparations for develop- with thin planks until she looked like a ment work on their claims. The membig soap box. All went well until Union was reached, and here a stop was made bers of this company sailed some time for coal. Soon after the steamer tied ago from Vancouver in a small steamer, up at this port the passengers became going around the north end of the isaware that the Eugene had been seized land, and they have since returned by and tied up by the collector of customs, acting under orders from the collector at Victoria. She was tied up and great the same route, leaving a staff of men at Quatsino to work their property. Capexcitement prevailed on the Bristol, the passengers realized that every delay incurred on the trip to St. Michaels minimining men who have seen it speak very mized their chances of getting up the The Danish settlement at Cape Scott is Yukon river this fall. Then came a surprise, a pleasant one to the passenprogressing very favorably, and all the settlers are busy. Fish dealers may exgers, but-. They were informed that the Eugene had cut away from the wharf

pect in the near future some large ship-ments of cured halibut from this settleand fled, leaving the collector of cusment, as a great many of them are now toms waving his hands at her from the engaged in fishing, with the intention of wharf. curing their fish and sending it down to Victoria for sale. Government road work The Bristol remained at Union for some time until she had communicated, as the doctor understood it, with her owners and charterers, and then she is going on at Cape Scott and also at

At Kyuquot there has been a change sailed from Union, and soon after picked in priests, Father Muleman having gone home to Europe. His place has been taken by Father Sobry, who went up on All went well until they were about All went well until they were about eighty miles out in Queen Chariptte the Willapa on her upward trip. At Nootka Captain Foot spoke the Sound, and a sea that was somewhat

At Nootka Captain root spoke the sealing schooner Kate, with Captain Cox, Captain Roberts and the other sealing men who have become victims of the gold fever. None of the erstwhile seal-badly, her timbers having been badly gold fever. None of the erstwine sear ers were to be seen, as they were all away in the woods on shore prospecting. Many specimens of rocks are being of his vessel and requesting to be taken treasured on board the schooner until the back to the nearest port. nearest assay office can be reached, so Then the Bristol turne

hearest assay once can be reached, so that the sealing men may see what their inds are worth. The confidence of the people in Hood's Sarsaparilla is due to its unequal record of wonderful cures.

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A CARLES

board the smaller vessel, and in the opinion of a number of shipping men who were among the passengers, this would tear her to pieces. The understanding between the Bristol and the Portland & Alaska Steamship Company, was that the Bristol was to take the inside passage as far up as she could, but soon thinks, be seized on her arrival on the after reaching the north end of the island Capt. McIntyre of the Bristolnotwithstanding the fact that he had He had not even clearance papers from given his word to Capt. Lewis to go on, the port of Portland, and no license to the inside-sailed towards the open sea. | carry passengers. Two hours afterwards a fair sailing The passengers have engaged Drake, breeze sprang in and the sea became a Jackson & Helmcken to represent them breeze sprang up and the sea became a ; trifle rough. At 2:30 the Eugene blew her distress signals, whereupon the Bristol hung out a board on which was written "What is up?" The Eugene hung out a board with the following inscrip-tion: "We are going back to the nearest We are going to pieces." Then port. the Bristol slowly sailed back to a port of safety and at 4 o'clock next morning

survey was made by Mr. Gates, 1st house. mate of the Bristol, Capt. Fulton, a well known Victoria shipping man; Capt. Babcock, Mr. Schlegoman, ship builder, and Capt. Lewis, and their joint report was as follows: Alert Bay, Sept. 4th, 1897.

We, the undersigned, at the request of Capt. C. H. Lewis, of the stern wheeler steamer Eugene, belonging to the port of Portland, in the state of Oregon, which Portrand, in the state of Oregon, which said steamer arrived in this bay on this day in tow of the steamship Bristol, hav-ing put back on her voyage to St. Michaels owing to damage received during her voy-age. We surveyed said ship, and after careful inspection thereof we beg to report that at 6:50 p.m. we sounded her wells and found clearme and enchests (1114) herber and found eleven and one-half (11%) inches and at 7:50 p.m. sounded again and found she had made two inches in the hour, ... We found that on the port bilge eleven (1) knees were broken, and on the starboard side five (5) broken; that the oakum in the seams in the ship's hull had worked through, and was hanging in threads at some places, and water running freely through various places; we measured her ister keelsons and found them to be 14x4 inches, and the scarfs of which were worked lose. The frames of the ship were found to be 18 inches apart, and 3x6 on the sides and bottom, her clamp pieces 12x2 inches. We also found the deck frames to be 2x4 and the deck planks 4x1½ inches, the seams and butts of which were open and in places not corked. On her main deck, built over her slater keelsons, was a bolted, which treate work well stayed and bolted, which treate work had worked loose in many places; we found that the cylinder plate butts had drawn one inch; her stern partition was built with one inch

her stern partition was built with one inch boards nailed to 3x3 inch uprights, and not supported by anything except the Trame work of a state room; we also found the deck house badly strained, and we hereby certify that in our estimation it is abso-lutely necessary that the said ship proceeds to some near port where all necessary re-pairs can be made and the ship put in a seaworthy condition to proceed on her voyage. Then the Bristol turned her head

fund them whatever they paid for them. echo. The Bristol followed her and pick-For this sympathy Mr. Van Ness says ed her up and took her in tow next the passengers are very grateful. merning. The steel hawser was put on Captain Fulton, whom Victorians will remember as the master of the sealing schooner Osprey, was another of the "victims." He says in regard to the steamer Eugene in fleeing from the Canadian customs Capt. Lewis is practi-

caily "jumping from the frying pan into the fire," as she will, Captain Fulton Sound. Captain Lewis, he said, told him that he was without papers of any kind.

and will immediately institute a civil action for damages against the steamship companies.

Purser Johnson, of the Bristol, declined to discuss anything dealing with the unlucky trip. He had nothing to say about it, he said.

The Bristol came in to the outer wharf, but the passengers were not allowed to take anything away from her up to Alert Bay was reached and Capt. Lewis c'clock this afternoon. Captain MeInimmediately called for a survey. The tyre had not entered at the custom Fully two-thirds of the miners are

completely stranded, having spent all they possessed in outfits,

## CLONDYKE TIPS.

A wharf is to be built at Dyea, two hotels, a tramway over the summit, a wagon road to the tramway, a line of boats on the lakes-all contingent on the continuance of the rush next spring. A camp of 70 tents has sprung up at the lakes. A man who stole a bottle of condensed

milk at Lake Linderman was run out of the camp. Men are still packing their, goods slowly on Dyea trail. Indians are doing most of the packing, 300 of them being

at work. The Skagway camp contains a consid erable element of hard cases from all

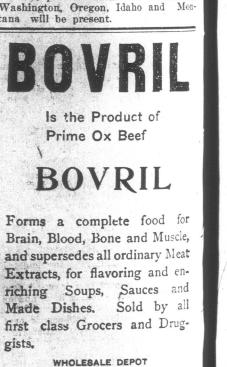
parts of the country. These and the whisky men are said to have combined VICTORIA, B.C. to impede the opening of the trail, so as

to keep the crowd there all winter and get their money. A spirit of recklessness pervades the camp, and serious trouble Canvassers-"Queen Victoria: Her Life may ensue. Stealing is becoming comand Reign," has captured the British Em-pire. Extraordinary testimonials from the mon, and lynch law will follow. The trail is blocked. Failure to get over the pass and the hardships they endure have made the men desperate. Many men are likely to return from Skagway, giving up the quest for reld

ing by thousands; gives enthusiastic s faction. Canvassers making \$16 to weekly. Prospectus free to agents. T BRADLEY GARRETSON CO., Limit Skagway, giving up the quest for gold. Two men with \$14,000 worth of gold from Stewart river have reached Skagway."



ver, Wash., will preach the sermon Catholic prelates from the Mainland, Washington, Oregon, Idaho and Montana will be present.



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CLOTHING MANUFACTURERS.

A SPECIALTY.

rienui a UU.,

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eral passengers injured, and much o age done. EXPLOSION OF DYNAMITE

Causes Terrible Havoc and Loss of at Johannesburg.

and in a short time the wreckage

a burning mass. The cries of the

prisoned passengers were heartren

Those who were so fortunate as to

cape injury set to the work of rescu

collision had an awful counterpart

head-end collision on the Rio Grande

after midnight this morning. The

enger train, consisting of an express

smoker, day coach, chair car and

sleepers, was manned by Condu

Hawthorne; F. Daniels, brakeman;

Gordon, engineer: Bob Holland, fire

Engineer Ostrander and Fireman 1

manned the Midland freight engine

name of the conductor of the cattle

who is blamed for the catastrophe,

he learned nor can either he or Os

der be located. It is thought that

were killed, though an official gave

opinion that they had made for the

Train Dispatcher Arch claims to

given his orders correctly, but

freight conductor is presumed to

AND STILL ANOTHER.

Cologne, Sept. 10.—A collision or red this morning at Urbacha, betwe freight train and a passenger train.

railroad employees were killed and

looked at the wrong column.

Newcastle, Sept. 10 .- The Santa

Johannesburg, Sept. 10 .- An explo or dynamite has taken place at the gazine at George Goch, Dopl Level m causing terrible havoc. Five white and twenty-five Kaffirs are known have been killed.

THE FEVER SPREADING.

Refugee From Ocean Springs Car Disease to New Orleans.

New Orleans, Sept. 10 .- The board health reported twelve suspected case one block down town. Under ordin circumstances these cases would have even been deemed suspicious, two weeks ago a refugee from Oc Springs died in that vicinity, and s then the fever has spread there.

It Saves The Cronpy Children. Seaview. Va,.-We have a splen sale of Chamberlain's Cough Reme and our customers coming from far near speak of it in the highest ter Many have said that their child would have died of croup if Cham lain's Cough Remedy had not been gi -Kellum & Ourren.

For sale by all druggists. Langley enderson Bros., wholesale agents, oria and Vancouver.

Smart Weed and Belladonna, combi-ith the other ingredients used in the 1 rous plasters, make Oarter's S. W. & Ackache Plasters the best in the mar-

Men and Women who can work hard talking and writing six hours daily, for six days a week, and will be content with address NEW ten dollars weekly, address NEW IDEAS CO., Medical Building, Toronto, Purcat and Best for Table and Dairy Ont.

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