



DISGUSTED MINERS.

Committee of "Bristol" Eugene Passengers are Taking Legal Action Here.

Interesting Disclosures Expected When the Case is Heard Next Week.

The committee appointed by the Bristol-Eugene passengers to look after their interests before the boat left Victoria, and which has continued to act in their behalf ever since, is busy now taking such legal action as is recommended by their attorneys, Messrs. Drake, Jackson & Helmecken.

At present, the only legal proceedings instituted have been begun by a number of men who were employed as a part of the crew of the Eugene, and a few of the Bristol passengers who have broken loose from the agreement to entrust the adjustment of the affair to the committee. These eighteen men have issued a writ of summons by their attorneys, Messrs. Eberts & Taylor against Messrs. F. C. Davidge & Co., and the Portland & Alaska Trading & Transportation Company, claiming as follows:

"The plaintiffs claim severally for a return of moneys paid upon a contract which was not fulfilled, the particulars whereof and the amounts thereof are hereinafter set forth, and the plaintiffs jointly claim damages against the defendants for breach of contract to carry passengers from Victoria, B. C., to Dawson City in the Northwest Territories of Canada."

- Then follow the names of the plaintiffs and the amounts claimed by them: R. J. Young, \$100; W. H. Stetson, \$150; J. W. Stingle, \$150; Geo. A. Johnson, \$150; J. C. Hungerford, \$150; W. Rendell, \$150; E. Kelly, \$150; W. M. Devine, \$150; W. D. Wallace, \$200; W. F. H. ... \$150; D. M. Semple, \$150; W. W. Gardwell, \$300; E. Ferguson, \$300; R. H. Hayden, \$300; J. O. Switzer, \$300; S. Hubbard, \$300; H. C. Carlyle, \$300; W. D. Wind, \$300.

It is noteworthy that of this list the first nine names are those of the men who were employed as crew upon the Eugene, and who in return for working their passage were given a reduced rate to Dawson City by the boat, the others are the passengers on the Bristol who have cut loose from their agreement with their companions in distress.

A writ of summons was issued requiring an appearance within eight days. The appearance was entered immediately by Mr. H. E. A. Robertson as solicitor for the defendant company. Then the solicitors for the plaintiffs, Messrs. Portland & Alaska Trading & Transportation Co., went before Mr. Justice Walker and got an order for a consent judgment for the amount of \$1,800, Mr. Robertson endorsing upon the order.

"Consented to on behalf of the Portland and Alaska Trading and Transportation Co., 8th September, 1897, H. E. A. Robertson."

In pursuance of this order judgment was entered, and on an affidavit made by W. J. Taylor, of Messrs. Eberts & Taylor, and Justice Walker granted an order nisi attaching all moneys in the hands of F. C. Davidge & Co. due to the Transportation Co. That order nisi was made returnable on the 9th inst., and came up in chambers yesterday morning, when Mr. Taylor appeared for the plaintiffs and Mr. L. P. Duff for Messrs. Davidge & Co., and upon the order made by Mr. Gregory, acting with Messrs. Drake, Jackson & Helmecken, for leave to intervene, as claimants of the money due to the Transportation Co. by Messrs. Davidge & Co., Mr. Justice Walker granted leave to intervene.

The legal aspect of the question thus stands, that the plaintiffs in the action have obtained a garnishee order, and the committee represented by Mr. and Mrs. Helmecken & Gregory hold an assignment of the amounts supposed to be garnished, from Mr. E. B. McFarland. This assignment was made on Tuesday evening by Mr. McFarland individually, and on behalf of the Transportation Co. to Mr. H. D. Helmecken and Mr. F. B. Gregory, who hold the moneys received in trust for the benefit of the passengers pro rata.

When the case comes up for hearing on Thursday next some of the most interesting disclosures will be made. It seems certain that at the very time Mr. McFarland signed the assignment of all moneys due to the Transportation Co., he was over to the representatives of the passengers of the Bristol he had already received the papers notifying him that the eighteen men who had entered suit.

And it is further alleged, that those eighteen men constitute the party who have been all along designated as the "faithful few." They, it is said, are the men who have been hand in glove with the parties who have been acting for the Portland & Alaska Trading & Transportation Co., and ever since the Bristol left port they have been the recipients of special favors in the matter of accommodation. This refers of course to those who were passengers on the Bristol. Those who were members of the crew of the Eugene, have all along been looked upon as partisans upon the Transportation Company's side, and it is freely asserted by nearly all those who constitute the large number of aggrieved passengers that the suit thus instituted and the consent judgment and garnishee order obtained are the result of collusion between the Transportation Company and these bogus claimants. It is quite certain that a bitter legal fight will be made to obtain a just and equitable recognition of the claims of the passengers, Messrs. Drake Jackson & Helmecken will leave no possible legal move untried as they are aware that at least one hundred objections, and all of them sustainable, can be adduced against the consent judgment obtained.

"Whom were you just now walking with, Edith?" "Nobody, mamma." "That's what I must drop him at once."—Detroit Journal.

STRANDED YUKONERS.

Charterers of the "Bristol" Make a Statement of Their Side of the Case.

The American Transportation Company is Only Parties Held to Be Blameable.

A meeting of citizens was held in the Board of Trade rooms yesterday with the object of trying to straighten out the tangled web of which the matter of the Bristol-Eugene fiasco has become the affair of the unfortunate passengers and others concerned in that now historic voyage.

President Kirk occupied the chair and explained that in view of the fact that through the culpable mismanagement of an American company—the Portland and Alaska Transportation Company—who had employed a local shipping firm, Messrs. F. C. Davidge & Co., to carry out the contract with the passengers, the whole of the onus of the failure would likely be thrown upon the city of Victoria. He had therefore thought it advisable to call a meeting of business men to discuss the matter and see if something could not be done in the way of an amicable settlement.

Mr. Gregory stated that he had been consulted by a committee of the passengers, who were determined if possible to recover damages against some one for the non-fulfillment of the contract to carry them to St. Michael's. He had conferred with another lawyer, who had been retained, he had advised that in so far as the local shipping firm was concerned, there was no legal claim against it, and the American concern—a few speculators from Portland—had absolutely no assets. At the same time he thought that as nearly all the unfortunate business men engaged were eager to continue their journey and proposed to get into the Klondyke at all hazards, it would be well for the city to do all in its power to assist them. He understood that Messrs. Davidge & Co. were prepared to treat the matter in a very liberal spirit, and while the firm retained by them might have legal rights they were willing to forego their claim to certain money deposited with them by the contracting party, and hand the amount over to form a fund which might be raised to assist the passengers. There could not be the slightest doubt but that the American firm were really the cause of the present unfortunate circumstance, but that Victoria would get the greater share of the blame was equally true, and if the citizens of Victoria would do all in their power in the way proposed, it would be one of the best advertisements the city ever had.

F. C. Davidge, of the firm who chartered the Bristol, being present, the request of the chairman made an informal statement of the delectable tangle into which the whole matter has fallen. He stated that a short time ago a party of experienced speculators of Portland formed a joint stock company for the purpose of carrying passengers to Dawson City by way of the Klondyke. Among others, his firm were asked to tender for the supply of a steamer to make a trip between Puget Sound and the Klondyke, his price being \$100,000, which was accepted; but the concern not having any great amount of capital it was decided that his firm should make the sale of the steamer to themselves out of the proceeds. But in order to protect himself from possible loss through default on the part of the speculators, he had insisted upon a deposit of \$2,000 additional being placed in his hands, and although through various causes the defunct Portland & Alaska Transportation Company were still in his debt, he was willing, without prejudice, to make a donation of that amount for the benefit of the passengers.

In answer to Mr. William Wilson, Mr. Davidge pointed out that the fact there was a profit on account of the charter, still, through the failure of the ship to complete her voyage, he had been compelled to pay for the cost of the delivery of 1,000 tons of coal at Dutch Harbor at \$6 per ton, and by his action now rendered himself liable for an amount more than equal to the difference between the price at which he had agreed to deliver the coal and that which his clients would now be compelled to pay for it at Dutch Harbor. Any business man could see that he stood to lose more than the profits realized from the Portland Co. Besides the fact that his clients were equal to the amount of the coal, he had expended and spent their time in fitting out the scheme and had been prevented by the mismanagement of others from carrying out their contract, he thought even if there had been a profit on the coal, he was fully entitled to it. Several gentlemen expressed satisfaction with the offer made by Mr. Davidge and it was suggested that a committee was formed of representatives of the passengers and formulate some scheme to lay before a meeting of citizens this afternoon at 7 o'clock. The chairman having appointed the committee an adjournment was called until this afternoon.

SACRED MUSIC.

Special Service Given in Christ Church Cathedral.

At Christ Church cathedral last evening a large mid week congregation assembled to listen with pleasure to the special service of praise arranged under the direction of Mr. F. A. Hill, organist, and in which he and his choir had the assistance of Dr. Richard Nash (violin) and Mr. Percy Wollaston (bass), soloists.

One Honest Man. Please inform your readers, that if written to confidentially, I will mail in a sealed letter, part of a genuine, by which means, by which means, I am now restored to health and manly vigor, after years of suffering, loss of faith in mankind, but thank heaven, I am now well, vigorous and strong and wish to thank you for your kind and timely aid. I have nothing to sell and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. I promise you, if you will send me a stamped envelope, I will send you a stamped envelope. W. M. T. MULDREW, Agents Supplies, P. O. Box 56, St. Henri, Que.

THE CITY.

Sir John and Lady Swinburne, of Clapheaton, are distinguished guests at the Diarid. Sir John is a retired naval officer who has seen much war service.

At a meeting of city school trustees on Tuesday evening it was decided to change the table school yesterday afternoon by which Mr. Eaton has been known since his appointment to that of school inspector.

Mr. W. T. COLLINSON, of Mayne Island, postmaster of Plumper Pass for the last eighteen years, has been grieved at the justice of the peace for the fact that he has so long been his home. The appointment appears to give satisfaction.

SEVERAL extensive and valuable localities for gold and silver have been made on Transfield creek, back of Deser creek, on the west coast of Vancouver Island. The lucky locator is Sam Darr, a prospector of the Clayoquot district.

The case of Maurice Strous, charged with the illegal importation of opium, comes before Magistrate Macrae for rehearing in the provincial police court on Monday. It will be remembered that this case was heard at the court to the magistrate, for re-trial, by Mr. Justice Walkem.

With a view of entering into business with this province Messrs. Vivian and Sons, smelters of Swaneau, have written to Mr. W. P. Pelles Harrier, of Vancouver, asking to be forwarded from one to twenty tons of rich argenteiferous or auriferous lead or copper ore, or copper concentrates, to be assayed. Mr. Harrier has given the project a regular line of steamers will be established between Vancouver and Swaneau.

A VERY enjoyable "at home" was given the members and friends of the W. O. T. U. by Mrs. Clarence Cox, at her residence on the 10th inst. last evening. The subject of the evening was discussed at some length and volunteers enlisted to increase the Union membership during their next week. Mrs. W. T. Grant and Mrs. Jenkins gave each a reading on "Woman's Franchise," and Mrs. Gordon, Grant on the subject of "Our Boys."

It is scarcely a month since Mr. J. W. Jones, the Alberni prospector, located his four parallel ledge of peacock copper at Sidney harbor, Clayoquot, Mr. Jones and Mr. Kincaid, the partners in the new venture, being the pioneer prospectors of that district. Yesterday their copper claim was sold to Eastern capitalists represented by Mr. D. Mann, the well known Victoria real estate agent, for a sum of \$50,000. The new owners will visit the west coast at once, and immediate development of the property is expected to be undertaken.

The mortal remains of the late Alexander Beggs were yesterday evening placed on the Charnier on their journey to Winnipeg, where they will be placed in their last resting place. The funeral of the deceased took place on the 10th inst. at the residence on Jessie street, Victoria West, where the lengthy cortege started at 3:30 o'clock en route to St. Saviour's church. Rev. W. D. Barry conducted a most solemn but beautiful service, a large number of sympathizing friends being in attendance. Those who were present were: Wm. T. Grant, J. M. Munn, J. G. Fore, R. E. Gonnell, H. A. Lamb and J. Cartmell.

MEMBERS of the Anglican church will be delighted to know that about the middle of the month of September, at the same time as Bishop Perrin is expected home, Right Rev. Dr. Talbot, Lord Bishop of Rochester, England, and Canon Charles Ross, M.A., of Westminster Abbey, the famous and learned author of La Mundi, will pass through this city on their way east, and it is hoped that opportunity will be given for a meeting of the two prelates. The two reverend gentlemen have been appointed as delegates from the Church of England to a large convention of the Anglican clergy, which is to be held shortly in the state of New York. In a letter to his diocese, Bishop Talbot states that owing to the fact that a well-to-do layman in England has placed at their disposal means they will be enabled to visit the west. They will come presumably via San Francisco and return east over the C.P.R.

Mr. GEORGE G. WARD, of New York, the general manager and first vice-president of the Commercial Cable Company, has been spending several days past at the Diarid, the members of his party including Mrs. and Miss Ward and Mr. Ward, the general manager of the cable office at Canoe, Mr. S. Dickinson; Mr. Storror and Mr. R. W. Deary, of San Francisco, and Hill, the editor of the Victoria newspaper. Mr. Ward is on the present occasion simply enjoying a pleasure trip with the members of his party, and will be in the city for a few days in Montreal, and two in the Manitoba capital. Then they devoted two days to the wonders of Banff, and broke their journey on route West at Logan, Glacier and Vancouver. Yesterday they continued their trip to California, whence they return East by the southern route. Both Mr. Ward and Mr. Dickinson express themselves as highly delighted with British Columbia, and greatly surprised at the evidences of prosperity everywhere shown. "I lack of time prevents their visiting the mining districts, which otherwise would be included in their trip. Newspaper writers along the coast having given it out that Mr. Ward and his travelling companions, came Westward in connection with the Pacific cable project, he states that although the members of his party are all business men, his present tour has nothing whatever to do with the business of the proposed cable. Pacific cable connection between the west coast to come—it is only a matter of time.

Dear Editor.—Please inform your readers, that if written to confidentially, I will mail in a sealed letter, part of a genuine, by which means, by which means, I am now restored to health and manly vigor, after years of suffering, loss of faith in mankind, but thank heaven, I am now well, vigorous and strong and wish to thank you for your kind and timely aid. I have nothing to sell and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. I promise you, if you will send me a stamped envelope, I will send you a stamped envelope. W. M. T. MULDREW, Agents Supplies, P. O. Box 56, St. Henri, Que.

CHAMPIONSHIP MEET.

Wellington "Champion" Bicycle Meet Turns Out a Most Dismal Fizzle.

Vancouver Lawn Tennis Tournament—Record-Breaking Swimming—Footballers Organizing.

From all reports that "championship" race meet at Wellington last Tuesday was about the most fearfully and wonderfully directed sporting event ever held in this province. From first to last it was conducted with beautiful disregard for rules, and inasmuch as the racing board of the C.W.A. may possibly inquire what the Victoria Wheelmen found so objectionable, here are a few samples:

First, Victoria obtained sanction for races at Oak Bay on Saturday—then Chief Consul Fullerton repudiated the sanction he himself had issued, and forbade the Victoria riders competing at Wellington.

Spain was included in this prohibition and was refused entry to the championship races. He was allowed, however, to compete in the open professional mile, though how he could be eligible in one case and not in the other passes comprehension.

Dave Christopher, of Victoria, the fastest local amateur in British Columbia, was kept out of the championship races, yet he was invited to give an exhibition quarter and gave it the only fast performance of the day.

Fred Humber did not compete at the Victoria races against any save members of the Victoria Wheelmen's club, so that at the most strained interpretation of the Chief Consul's ruling in regard to the California riders, he was eligible for an event. Yet he was refused entry after he had been invited to attend and had paid railway and other expenses to do so.

Willie of this city was entered for races at Wellington. He did not compete in any event at Victoria, and should obviously have been held to his entry. He was, however, allowed to compete in the new event, being the pioneer prospectors of that district. Yesterday their copper claim was sold to Eastern capitalists represented by Mr. D. Mann, the well known Victoria real estate agent, for a sum of \$50,000. The new owners will visit the west coast at once, and immediate development of the property is expected to be undertaken.

The referee of a race meet is, by rule of the C.W.A., required to be "an amateur wheelman in good standing." The referee must be approved by the chief consul, as representing the district board. At Wellington the referee was a professional, so that in this province the chief consul appears to rise superior to the rule.

Of the races—But to describe how the thing was run is impossible. Calling a five mile race back at the ninth lap because some competitor has had a fall! Announcing the conditions of a race in the middle of the race! Having a heavy rain used as a dressing room! These are a few of the features of the championship gathering, a race meet that had its roots in the mud.

THAT FAIRFUL NUMBER. In these days of advanced civilization, when the most cherished doctrines of the age are laughed at as silly superstitions, it is curious to note how firm a hold the thirteen fatalism has upon those who in other things disdain the very suggestion of old fancies.

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After he had defeated Ziegler in the third round, the clerk of the course came to him. "Well," observed the official jovially, "thirteen don't appear to be so bad after all."

"But Jones was not to be comforted. "I'll be glad if I get through this day with sound bones," he replied.

THE CHAMPIONSHIP CHANGES HANDS. Down at the Victoria Athletic rooms, last evening, a small but select course of representative citizens saw a very nice little scrap compressed into three busy rounds. The principals were W. F. Britz, of San Francisco, and Hill, the erstwhile welter weight champion of British Columbia, and there was no monetary consideration in the transaction—only sport, for the Californian and the spectators. Britz only weighs 160 pounds when in training, which he is not just now. He has a long fighting grip in him though, mixed with an equal part of science. The result was a general for Hill. He had no business whatever with the Californian in the engagement was to display his opponent's capability.

THE COLLEGE CLUB REORGANIZED. The opening meeting of the Victoria College Association Football Club was held yesterday with Principal Church, in the chair. After routine business the following officers were elected for the present season: President, Ven. Archdeacon Sorvren, M.A.; Vice-Presi-

A BUSINESS MAN'S FRIEND.

Williams' Directory of British Columbia Makes its Appearance—A Valuable Work of Reference.

Williams' revised and amended directory of British Columbia, just published, is placed in the hands of subscribers, and proves to be exactly what those who know the publisher have expected—as valuable a reference work as any British Columbia business man could possess.

Another feature which will especially commend the Williams' publication is the complete street directory of this city, the classification by occupation—these are a resident—and here is one of the chief uses of a directory. This, as well as all other departments, is corrected to within a fortnight of the date of issue, and so careful has been the work of preparation that no fewer than 1,200,000 handbooks have been necessitated before the printing of the present issue.

The statistical information concerning the province—the most index pages—the classification by occupation—these are a few more features that go to make the new directory in every way a useful and a creditable production.

NO INDIAN TROUBLE. Reported Disaffection Is All Non-sense. WINNIPEG, Sept. 9.—A Regina despatch says the reports that have been sent to the Indian department at Winnipeg and Ottawa that runners from United States Indians are here creating disaffection are entirely without foundation. Chief Piapot, to whom it was supposed the reports were made, has been to-day and ridicules the whole story. Major McGibbon has investigated the matter and finds it originated from some trifling disagreement in the household of a prominent Indian.

Archbishop Langevin. WINNIPEG, Sept. 9.—(Special)—Archbishop Langevin of St. Boniface, who has taken suddenly ill several days ago and is now confined to St. Boniface hospital. He is somewhat better to-day. No serious consequences are expected.

THE BROTCHE LIGHT. Probability that the Erection of the Beacon Cannot Go On Till Spring. C. P. N. Company Will Place a Steamer on the Stickeen Route.

Chief Officer Owens of the government steamer Quadra, who has been superintending the building of the beacon on Brotsche ledge, is of opinion now that the work cannot be advanced further advanced until the fine weather of the spring comes. To prosecute the work further, he considers, means to do so under extreme difficulties; for, as has just been experienced, the permanency of the work can hardly be established before bad weather spoils everything.

This is pretty nearly what happened on Labor day last, when the 28-foot steel caisson, which measures 24 feet at the base and 6 feet at the mouth, and stands over 20 feet high, was lifted from its foundation on a pinnacle of rock and toppled over into the sea alongside by a heavy swell. The rock had itself projected into the caisson some five or six feet, and of the 900 tons of material required to fill it there had been placed upwards of 250 tons. This has remained pretty well in place, and of course the longer it stands the more solidified it will become.

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THE TURF.

As a result of the recent races a challenge has been issued by Rose brothers matching their horse Barnack against Primo, Lady Putnam and Maud Belle—for \$500.

VICTORY FOR IRELAND. LONDON, Sept. 8.—Mr. J. Gubbins' Galtee More, winner of the Derby, won the St. Leger stakes in the second day's racing to-day. Lord Rosebery's Cheltenham was second, J. R. Keene's St. Cloud II, third. Five horses ran.

CHAMPION OF THE WORLD. LONDON, Sept. 9.—In a five hundred yards swimming race for the championship of the world at Doncaster yesterday Nuttall, the champion of England, defeated Cavill, the Australian, in the record breaking time of 6 minutes 31 seconds.

LAWN TENNIS. VANCOUVER TENNIS TOURNAMENT. VANCOUVER, Sept. 9.—(Special)—The finals in the tennis tournament yesterday were very interesting. In the handicap doubles Messrs. Byron-Johnson and Creevy defeated Messrs. Brimacombe and Cornwall. In the finals of the mixed doubles Mr. Talbot and Miss Conitward won from Mr. Raynor and Miss LeVig. In the scratch doubles final, Messrs. Talbot and Malins, and Westminister, defeated Messrs. Beecher and Beecher. The singles final between Talbot and Plunkett will be brought off during the week. The George street tournament is still in progress.

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CHARMING.

Real-Admiral Palliser's Entertaining Party.

An Occasion Long Remembered by the Participants. The ball given by the Real-Admiral and the officers of the fleet last night was the season. No effort had been made to make the affair a grand occasion, and the evening was wanting to the occasion.

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VICTORIA COLLEGE.

BEACON HILL PARK. NEXT TERM BEGINS—Monday, Sept. 6th, 1897.

For Boarding or day prospects, apply: Principal J. W. Church, M.A.

Gold's King. Plant your home claim with Steele, Briggs & Co. "High Grade" Seeds, sold by leading dealers. GOLDEN RETURNS. CATALOGUES FREE. The Steele, Briggs Seed Co. TORONTO, ONT.

NO DENTIFRICE EQUALS CALVERT'S Carbolic Tooth Powder. 6d., 1s., 1s. 6d., and 1 lb. 5s. 6d., or Carbolic Tooth Paste. 6d., 1s., and 1s. 6d. Post.

For Preserving the Teeth and Strengthening the Gums. Each is prepared with CALVERT'S purest carbolic acid, and is guaranteed to sweeten the breath and prevent infection by bacteria.

Avoid imitations which are numerous and harmful. From NEWTON CRANK, Esq., late United States Consul, Manchester: "Your Carbolic Tooth Powder is the best I ever used. In my opinion it is valued by the members of my family."

The Largest Sale of Any Dentifrice. F. C. CALVERT & CO., MANCHESTER. Awarded 75 Gold and Silver Medals, &c. AGENTS: Langley & Henderson Bros., Victoria, B.C.

Family Knitter. Will do all Knitting required for family use, from 100 yds. to 1000 yds. year. SIMPLEST Knitting on the MARKET. We guarantee every machine to do good work. Agents wanted. Price, \$8.00. Dundas Knitting Machine Co. DUNDAS ONT.

B.C. STEAM DYE WORKS. Ladies and gent's garments and household furnishings cleaned, dyed, pressed equal to new. 212-40 Broadway and 212-40 Broadway. Address 212-40 Broadway.

NOTICE. Notice is hereby given that sixty days from the date hereof, to-wit: 1st Oct. 1897, I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described land at the head of Totino Inlet in the Clayoquot district, to-wit: A



DEATH IN THE FROZEN SEA

The Whaler "Nevarch" Lost With Many Lives.

A Terrible Catastrophe of the Northern Ocean.

Starvation Stares in the Face of the Gold-Seekers of the Upper Yukon.

Indignant Miners Threaten Riot—Arrival of the Treasure Ship "Cleveland."

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and its hard conditions. Now the adventurous gold hunters have in numbers from the cities, and the difficulties of the situation are considerably increased. That the authorities will have difficulty in restraining the lawless element before the spring comes is anticipated by a majority of the Cleveland's passengers.

The loss of the steamer Wear—for that delayed river craft is now known to have been abandoned on the Yukon flats, thirty-five miles above Circle City, furnishes a fresh complication. Hut passengers were taken off safely, but that does not make the case any better for the residents of Dawson and the crews in that neighborhood who were depending upon the Wear to bring them back their winter supplies.

The announcement that the two companies who are the chief dependence of the people of the north had no more food to sell naturally caused consternation in the diggings there, where each day twenty or thirty to the population, and a large proportion of these relying on buying provisions to last them through the approaching winter. The start was given at the time the last boats came down the river was well defined by an old veteran, who said:

"This is gold in every creek tributary to the Yukon and within five hundred miles of the Bonanza. There is gold everywhere; but it is not gold but food that the people want now. How to get the food closed in, and how to get it, prove insufficient, is a question that must receive the most serious consideration of the authorities—and that at once."

At St. Michael's a condition of affairs is met with almost as serious as that at Dawson, only at St. Michael's the danger is pressing rather than imminent. There are there only a very few buildings in the place suitable for winter habitations, and the tents that have sheltered the bulk of the population during the past six weeks or more will not do for an Arctic winter.

Another danger that threatens St. Michael's is that of riot, a great many of the victims of the winter are congregated there, helpless and thoroughly roused by the misrepresentations of the transportation companies who have deceived them on the eve of winter and with no means of advancing. Indignation meetings are now on the order of almost every day, and no one can tell how long the victims of the winter will continue to be patient.

After the first month was left behind, the passengers by the Cleveland expected to hear no more of the Klondyke, its hopes, its fears and its failures, for the Klondyke is a closed book. The reports from her on her journey up were the reverse of encouraging. She left Unalakleet on the 10th of August, and her progress was slow. The Klondyke was caught in a fierce blow which tossed her about like a straw. At this time she was flying signals that she was short of coal, and that she was in need of help. No help could be rendered by the reporting vessel, and the ultimate result of the Klondyke's journey is a matter of conjecture.

Of the gold brought down by the Cleveland there are as many stories told as there are relations. It is practically certain that it was a considerable sum, and that it was a considerable sum. The Klondyke was caught in a fierce blow which tossed her about like a straw. At this time she was flying signals that she was short of coal, and that she was in need of help. No help could be rendered by the reporting vessel, and the ultimate result of the Klondyke's journey is a matter of conjecture.

As soon as the Bear had delivered the survivors of the disaster at St. Michael's, the willing volunteers presented themselves for service if it should be decided to send an expedition to the Klondyke. This project was still under consideration when the Cleveland left the mouth of the river. It is not likely, however, that any such expedition will be sent, as the Klondyke is a closed book. The reports from her on her journey up were the reverse of encouraging. She left Unalakleet on the 10th of August, and her progress was slow.

STARVATION THREATENS AT DAWSON.

Returning Miners a Unit on the Insufficiency of the Winter Supplies.

There will be hunger and suffering at Dawson this winter, such as no North American mining camp has yet witnessed. This is the consensus of opinion among the miners who have just come down the river, and unhappily there seem to be many evidences that they do not exaggerate the situation.

When they took leave of the Klondyke capital, distress, and consequent disorder were already commencing to alarm the authorities. At best only the four steamers—the Hamilton, the Healey, the Belle and the Alice—will be able to get up the river with stores before navigation closes, and all that they can transport will be sadly insufficient to keep hunger away from the camp.

Winter was, indeed, setting in at the time the Wear left the river, and at that time the two principal business establishments of the town, the Alaska Commercial Co.'s store and that of the North American Trading and Transportation Company, have closed their doors because their stocks are exhausted. And as at the most but four river boats can reach Dawson with supplies before the freezing of the river, the situation of the residents of the upper river is deplorable in the extreme.

DEATH IN THE FROZEN SEA.

The Whaling Bark "Nevarch" Crushed in the Ice, With a Loss of Forty-Two.

In all the annals of the whale hunting there is no disaster to be compared with the tragedy of the Nevarch. Since vessels first went whaling in the Arctic ocean no wreck of their number has occurred so fearful in the loss of lives entailed.

It was from the U.S.S. Bear that the Cleveland's officers and passengers received the news of the Nevarch's end—the Bear having fallen in with the unlucky craft less than three weeks ago, and just in time to save Captain White-side, his wife and their companion survivors of the disaster from the fate of the others of the ship's company.

The Bear was at the time of the rescue enroute in the Arctic, not far from Point Barrow and in the neighborhood of Icy Cape. The date was the 28th of August, and the first intimation of mishap was the sighting of distress signals from the bark—prisoned in the ice at a point several miles from the nearest open water.

will be inclined to concede them the palm of superiority. How the great scoop was landed is itself an interesting story. The "Eugene" was beat—it will be remembered was won largely through Mr. Garrett and his forces looking to the thorough repair of the Fort Angeles telegraph, which had been working badly for several weeks, and at the same time by their securing the telephone line from Port Townsend to Olympia, over which a considerable part of the Fort Angeles news was transmitted.

So perfect were the arrangements on this occasion that the Journal's story by the steamer, before the boat from New York, was the first intimation received on the Pacific Coast of the treasure ship's arrival.

Of course for the second contest of brains, ingenuity and enterprise, a new battlefield had to be selected, and Mr. Garrett, after a study of the situation, chose Victoria as the headquarters. To the organization of the campaign commenced. The Carmanah wire was placed in first-class condition. Star newspaper and the Journal, both of them, were engaged, and the systematic work and conspicuous enterprise did not go unrewarded.

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Systematizing the work, the chief of the Journal, Mr. J. H. McNeill, was appointed to act as operator, landed at Otter Point and the wiring of the office commenced. Mr. E. L. Gruener, another of the Victoria men, was appointed to act as operator, landed at Otter Point and the wiring of the office commenced.

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A NORTHERN RAILWAY.

TO THE EDITOR.—Mr. Clifford's very important and enlightening letter published in Tuesday's Colonist gives me a report that is again trying the impatience of a new railway from Victoria to Alberni and thence along the West Coast to the north end of Vancouver Island. This will not in any way interfere with the E. & N. railway or have any connection with it.

By building a railway along the West Coast, the main Pacific ocean will be brought to Victoria with the minimum of only two or three hours distant, and further will afford easy and rapid communication with the gold, copper and other valuable mines, here destined possibly to rival the Klondyke ere very long. Moreover, will give facilities for settlement.

Some important point is, that were this railway in existence, and a decent steamer at the north end of the island, it would be an easy matter to get from Victoria to Simpson Pass in a day and a half. That is to say, nine or ten hours by railway and about twenty hours by steamer, in fact, a day and a half. That is to say, nine or ten hours by railway and about twenty hours by steamer, in fact, a day and a half.

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Some of the members of the board of

CARTER'S LITTLE LIVER PILLS. CURE SICK HEADACHE.

Sick headache and relieve all the troubles that attend it. Headache, vertigo, dizziness, nausea, indigestion, and all the troubles that attend it. Headache, vertigo, dizziness, nausea, indigestion, and all the troubles that attend it.

Headache, vertigo, dizziness, nausea, indigestion, and all the troubles that attend it. Headache, vertigo, dizziness, nausea, indigestion, and all the troubles that attend it.

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THE LIGHT OF THE WORLD

OUR SAVIOR IN ART.

Cost over \$10,000 to publish. Contains nearly 1000 illustrations of the life of Christ. A masterpiece of art. A masterpiece of art. A masterpiece of art.

WITH THE "FIFTH."

The Volunteers Enjoy Their Second Annual Outing at Sidney—Fine Weather Attendance and a Fine Time Generally.

The second annual picnic of the First Battalion of the Fifth Regiment has been a most successful one. The day was a fine one, and the weather was just what was needed for the occasion. The picnic was held at Sidney, and the attendance was very large. The day was a fine one, and the weather was just what was needed for the occasion.

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A VESSEL IS BEING CONSIDERED FOR THE FISHING BUSINESS IN NOVA SCOTIA.

A vessel is being considered for the fishing business in Nova Scotia. The vessel is being considered for the fishing business in Nova Scotia. The vessel is being considered for the fishing business in Nova Scotia.

HIGHEST HONORS.

Highest honors were conferred upon the winners of the various athletic events. Highest honors were conferred upon the winners of the various athletic events. Highest honors were conferred upon the winners of the various athletic events.

C. P. R. Receipts.





SEE AT THE MILE SIGNATURE OF H. Fletcher WRAPPER OF EVERY TITLE OF STORIA COLONIST THE NEWS WEEKLY COLONIST. PER ANNUM \$1.50. ERRINS' AUCE. Equhart & Co., Montreal.

A PANAMA SENSATION.

Rumored that Great Britain Has Secured the Franchise to Construct the Canal

United States Authorities Do Not Believe that the Report Is True.

New York, Sept. 9.—A despatch to the World from Washington says: "The World's special cable advice from Colon to the effect that the franchise heretofore held by a French company for the construction of a ship canal across the isthmus of Panama has been granted to the government here. Officials and those chiefly interested in the Nicaraguan canal project frankly admit that if that franchise has really been done it will effectively prevent the United States from controlling the proposed great inter-oceanic water way. At the same time it is not generally believed here that the concessions held by the French company have been transferred to the government of Great Britain. It is considered possible that an English company has purchased the rights of the French company and may continue the work now in progress, but that the British government has assumed control of the project is not credited. The concession was originally granted by the United States of Colombia for the construction of the isthmus canal to connect the Atlantic and Pacific oceans to De Lesseps and his syndicate of French capitalists, and subsequently passed into the hands of a French company. Notwithstanding the difficulties connected with the work, much headway has recently been made. About 1,000 men have been steadily employed, but doubt of final success proved a perpetual source of discouragement to the French company.

WASHINGTON, Sept. 9.—Secretary Sherman stated that while he had no official information on the subject, he was convinced that there was no truth in the report that Great Britain had undertaken to complete the Panama canal. "England has no desire to embark in such an undertaking," he said, "and had no such intention."

INTERNATIONAL PARK.

New York State Working in Harmony With Canada.

ALBANY, Sept. 8.—St. Mary island in the St. Lawrence, is the first to be purchased by the state for the establishment of an international park in the St. Lawrence river. The last legislature authorized the state fisheries and game and forest commission to spend \$30,000 in purchasing land for the use of the park, which is to be maintained by the state in connection with the Dominion of Canada and is to extend along the St. Lawrence river from Messing Spring to Clayton on this side and an equal distance on the Canadian side. Points along the river have been offered to the commission, but they were held at such prices that the commission despaired at ever being able to acquire lands to the advantage of the state. At a meeting of the commission to-day it was decided that the offer of the Westminster Park association to part with St. Mary's island for \$5,000 was a reasonable one and its acceptance was authorized. The island is one of the most picturesque in the river group, and is a mile and a half from Alexandria Bay and close to the Canadian shore. President Bennett said that other lands will be purchased as soon as owners of the islands along the river front realize that the state will not pay the exorbitant prices now asked.

LUETGER MURDER TRIAL.

Interesting Expert Evidence Given Yesterday.

CHICAGO, Sept. 9.—Prof. Gibson's testimony proved to be of little value to the state in the Luetger murder trial to-day. Although the witness freely admitted that the bits of substance and organic matter taken from the solution in the vat were similar to human flesh, he was equally candid in his admission upon cross-examination by Attorney Vineson, chief counsel for the defense that the flesh was as similar to the flesh of any other animal as it was to human flesh. Prof. Gibson testified that a body could be dissolved in the manner claimed by the prosecution, but denied that the bones would be affected in the manner that the state has endeavored to establish. The witness testified that the bones would be merely softened at the ends, but would not be dissolved. The bits of bones which the police gathered from the refuse pile, where the ashes of the furnace were said to have been dumped, were submitted to the scrutiny of Prof. De Lafontaine, who returned an answer in the affirmative when questioned as to whether they resembled human bones. The chemist gave as his opinion that a body could be dissolved in caustic potash, heated to the boiling point, in the space of three or four hours, nothing but the bones and some ligaments and cartilage remaining.

GERMANY WANTS A PORT.

SAN FRANCISCO, Sept. 7.—News has been received from China that the port of Tung Yung Kow, near Foochow, is to be sold to Germany as a coal and naval station. Negotiations have been in progress for some time, and the German government has favorably considered the proposal in recognition of Germany's services in the reconcession of the Liaotung peninsula.

JOHANNESBURG PROTEST.

Business Men Fear a Monopoly Will Be Made in Explosives.

LONDON, Sept. 10.—A dispatch to the Times from Johannesburg says: "At a joint meeting of the Chamber and Association of Mines, to-morrow (Friday), the executive will propose to send a letter to the volunteers with reference to representations now being made to the government that the agreement between the Nobel's Trust and the American Explosive Co., whereby the latter undertakes not to supply explosives to the Transvaal, places the mining industry at the mercy of Nobel." The letter declares that these representations are really made on behalf of monopolists. The mining companies have taken measures to procure a proper supply of explosives despite the Nobel combination, and are prepared to face any contingency.

AFRIDS IN A FIX.

Stoppage of Their Pay Will Bring Them to Time.

LONDON, Sept. 8.—The Times' Simla correspondent says that the excitement among the Afridis is increasing, owing to the stoppage of all government allowances for keeping the Khyber pass open. It is unlikely that when the Afridis learn of the system of the punishment levied on them against them they will elect to yield. The Amer's Governor Khosla, who recently withdrew his outlying garrisons, has now restored them so as to be able to interrupt any tribal force that may intend to raid the Kur-dan valley.

STRANGE RELIGIOUS CRAZE.

Russian Monk Buried to the Armpits to Mourn the Flesh.

LONDON, Sept. 10.—According to a dispatch to the Standard from Moscow, a fanatic monk has given another curious illustration of a form of religious delusion now raging in many parts of Russia. The priest had himself buried to the armpits in a cave near the town of Ural. He hoped to find salvation by mortifying the flesh, and asked his friends to return to him in a week, when he expected to have found the object of his desire. They consented to the arrangement, but on returning found him dead.

CRIMINAL EXPERIMENTS.

One Lunatic Dies Under the Dosing With Toxine.

LONDON, Sept. 9.—The Daily Chronicle publishes a letter this morning calling attention to the July bulletin of the John Hopkins hospital of Baltimore, regarding criminal experiments upon eight lunatics from Baltimore city asylum, who were dosed with thyroid extract until one of them died. The Chronicle remarks: "Such experiments here would bring the experimenters before a grand jury."

THE QUEEN PLEASSED.

Thanks Ireland for the Kind Reception of the Duke of York.

LONDON, Sept. 9.—The Queen has written the following letter to Earl Cadogan, the Lord Lieutenant of Ireland, with reference to the recent visit of the Duke and Duchess of York: "I am greatly pleased to hear of the very loyal and kind reception which my dear grandchildren met with everywhere in Ireland, and I would ask you to let this expression of mine be generally known."

POKING FUN.

"Daily Mail" Chaffs Uncle Sam on His Fireworks.

LONDON, Sept. 9.—The Daily Mail this morning, in an editorial on the reported preparations in the United States for a fight with Spain, writes the United States government and the Americans that they had better content themselves with writing warlike articles and firing Fourth of July guns instead of rushing into battle with stupid Europeans who mean business and fire bullets.

SUDAN CAMPAIGN.

Want of Funds May Delay the Advance for the Winter.

LONDON, Sept. 9.—The Daily Mail's correspondent at Cairo says it is rumored that the advance of the Anglo-Egyptian column under General Sir Herbert Kitchener to Khartoum will be delayed until January owing to lack of funds. The troops meantime will be concentrated at Berber.

UNION TRADE CONGRESS.

A Sweeping Resolution Passed Favoring Nationalization of Many Things.

BIRMINGHAM, Sept. 9.—The Union Trade Congress to-day adopted a resolution in favor of the nationalization of land, mines, railways, waterworks and docks, and also the municipalization of all water, artificial light and tramway undertakings, and also adopted a resolution favoring the nationalization of the mineral royalties of the country.

YELLOW FEVER.

The Situation More Hopeful.

WASHINGTON, Sept. 9.—Surgeon-General Wyman says the yellow fever situation looks decidedly hopeful to-day. No new cases have been officially reported to him, although there are newspaper reports of three new cases at Biloxi. He has wired Dr. W. J. Lemon at Biloxi concerning this report.

SHIPPED.

He Was Not Liked So the Mexicans Expelled Him.

CITY OF MEXICO, Sept. 8.—Josef Ventre, a French anarchist, who recently arrived here from Spain, will be expelled from the country as a pernicious foreigner as provided under the federal constitution. He was deported from Barcelona, merely as a suspect.

TRADE IN THE DOMINION.

Sentiment in Canadian Business Circles Much Healthier Than for Years Past.

Farmers Getting Good Prices, and the Outlook for the Future Encouraging.

TORONTO, Sept. 9.—R. G. Dun & Co.'s weekly review of trade in Canada states that the general reports of business in the Dominion are of a more favorable character on the whole, the demand in several lines showing some improvement, and country merchants being evidently more cheerful in their views as to collections this fall and their own ability to meet their obligations. The fall millinery openings this week have attracted a good many visitors from eastern Ontario, the Ottawa valley and Quebec provinces generally, and the large purchases are exceptional. Business is reported to be gratifying. Dry goods warehouses give evidence of a fair degree of business. Farmers and grocery stores report some improvement. Metals and hardware do not show any great activity, but oils and paints are in rather better request, and some very fair recent transactions are reported in leather, which shows a tendency to advance in common with a good many other lines. The weather has been most favorable to the completion of harvesting operations, and exports of cheese and butter continue active at what may be considered fairly satisfactory prices. The money market has no new features, and call funds are still readily available at 3 1/2 per cent. There is an improvement in wholesale trade at large, and prices in fact are good. The city is full of visitors with Toronto's exhibition the chief attraction, but among them are many country storekeepers, who are leaving lots of orders. The sentiment in business circles is much healthier than for years, and it would seem that confidence is again fully restored. Farmers are getting good prices for their produce, and with the increased movement of grain later on, the outlook is indeed very encouraging. The trend in prices for staple products is upward, and the increasing demand on the part of consumers will eventually result in good paying profits to manufacturers. The labor market ought in consequence to improve. Money is cheap, the rate of discount being 6 per cent, and call loans 3 1/2 to 4 per cent. No change is yet reported in the Bank of England discount rate, which is 2 per cent, while the open market rates are higher at 2 1/2 to 3 1/2.

Bank shares have been in good demand during the week with sharp advances in prices in many instances. The cheapness of money and the encouraging prospects for general trade are the basis of the bull movement in securities. There were 35 failures last week as against 47 a year ago.

TARTE AT TORONTO.

He Admitted Quebecers Did Not Know It All Like Torontonians.

TORONTO, Sept. 8.—To-day was Farmers' day at the Industrial exhibition and hundreds of farmers flocked to the city and to the exhibition grounds. The most interested visitor was Mr. Tarte, who spoke at some length. He asked his hearers to believe the people of Quebec were not progressive people. They had not all the advantages with English speaking sections, but were progressive, intelligent and loyal people.

KNAPP'S ROLLER BOAT.

The Strange Invention Has Been Launched at Toronto.

TORONTO, Sept. 8.—(Special)—Knapp's roller boat, designed to roll over the water instead of cutting through it, was successfully launched at 6:40 p.m. at the Police's shipyard to-day. He asked his hearers to believe the people of Quebec were not progressive people. They had not all the advantages with English speaking sections, but were progressive, intelligent and loyal people.

BACK FROM DYEA.

Dr. Shaw Will Make Another Attempt to Reach Kiondyke.

WINNIPEG, Sept. 9.—(Special)—Some four weeks ago Dr. Shaw and party left Carberry for the Kiondyke, intending to reach the interior by one of the Pacific Coast routes. On reaching Dyea they found it impossible to proceed over the pass. The members decided to return and Dr. Shaw reached Carberry this morning, but will not abandon the trip until he has reached the Yukon country via the route north from Edmonton.

FAST ATLANTIC SERVICE.

Peterson Tate & Co. Have Given Up Their Contract.

MONTREAL, Sept. 8.—(Special)—The Star states that Peterson Tate and Co. have given up their contract for the fast Atlantic service, and that it has been taken over by Gray Dawes & Co., of London, and intimated that the Marquis of Lorne may be one of the directors.

A PROMINENT VANCOUVERITE.

Permanently Cured of Asthma—Clarke's Kola Compound a Wonderful Remedy.

Mr. F. J. Painon proprietor of Painon's music store writes: "I have been a great sufferer from asthma in its worst form for many years, frequently having to sit up nearly all night. I have consulted physicians both in England and Canada without obtaining permanent relief. A friend who had been cured by Clarke's Kola Compound advised me to try it, and after having taken three bottles I am completely cured. It is now two years since my recovery, and asthma has not troubled me since. Dr. Clarke's Kola Compound is the only remedy yet discovered that will permanently cure asthma. Sold by John Cochrane and D. E. Campbell, druggists."

THE KANSAS TRAIN WRECK.

A Large List of Killed and Wounded the Result.

WASHBURN, Kan., Sept. 9.—Twelve known dead, one missing, and fourteen injured, two of whom will likely die, is the record of the terrible head-end collision on the Santa Fe as known to-night.

YELLOW JACK.

Three Cases Reported in Biloxi.

NEW ORLEANS, Sept. 8.—Mayor Harry Howard has issued a proclamation to the people of Biloxi announcing three cases of yellow fever and three suspects.

BEHRING SEA CLAIMS.

Sir C. H. Tupper Makes a Vigorous Address on the Right of Search.

Shows that the United States Did What She Had Resented in Spain.

HALIFAX, Sept. 9.—(Special)—When the Behring Sea Claims commission met this morning Sir C. H. Tupper resumed his address. He challenged the statement in the United States argument of the famous Virginia case that Spain had adduced proof that she had a right to search under the United States flag. The facts stood out boldly from the papers, that where vessels had put to sea under the United States flag (mistakenly, and even though on a mission belligerent to Spain, that the right to touch that vessel in the time of peace was vested in the United States alone. Fraud or no fraud, the right to touch that ship in time of peace rested solely in the United States. Spain had paid \$80,000 indemnity for her interference with the ship. The speaker vigorously criticized the conduct of the United States government in connection with the sealing claims. It was not necessary to press on the commission any offensive language, but the wrong done to claimants was an intended wrong, and done with a most injurious purpose. He submitted that he was not entirely satisfied that the United States did not deal with these claims with promptness and speediness. There was an unmistakable indication of evidence that Mr. Bayard, secretary of state, had not been properly advised. Not only had there been delay, but the United States had not given notice of seizures as they had promised to do.

WENTY-FIVE KILLED.

Result of Another Railway Accident Yesterday Morning.

DENVER, Sept. 10.—A head-end collision occurred at 1 o'clock this morning a mile west of Newcastle, Col., between a Denver & Rio Grande passenger train and a freight of the Colorado & Midland. Details of the wreck are very hard to obtain. It is known that A. Hartman, wife and two children, of Harsher, Ill., are among the dead. Engineer Gordon, of the passenger train; R. H. Beckley, postal clerk, and Robert Kowalski, the passenger fireman, are fatally injured. Engineer Ostrander and Fireman Sutcliffe of the freight train, are missing, and are believed to be buried in the wreck. The following are injured: Pearl Corness, leg broken; John H. Standard, Clackfoot, Idaho, badly cut and bruised; J. H. Sheek, badly cut; Chas. Lepper, badly burned. A Rio Grande special has arrived from Glenwood, bringing doctors and comforts for the wounded. The crash occurred on what is called the Rio Grande Junction road. This runs from Newcastle to Grand Junction, and belongs jointly to the Denver & Rio Grande and the Colorado & Midland, and is used by both roads. Ten cars loaded with stock were completely demolished, and the right-of-way is strewn with dead stock and debris. The latest information from the wreck makes it almost certain that twenty-five persons are dead and a dozen so badly injured that they will probably die. The scene of the collision was a sharp turn in the road, and where two previous wrecks had occurred. The freight engine went through the passenger train, and the latter was broken up. There were about 200 people, about evenly divided between the coaches. In the smoker next the express car were about 30. The crash was followed by an explosion. Flames shot up from the ruins and in a short time the wreckage was a burning mass.

BLOCKED WITH RIFLES.

Party of Desperados Try to Keep Back Miners from the White Pass.

Six Plucky Canadians Draw Their Guns and Force Their Way Through.

VANCOUVER, Sept. 9.—(Special)—Josh Ritchie and Art. McKenzie returned by the Coquitlam at midnight last night from Skagway. They say they cannot get through nor can anyone else in the White Pass this season. They have a thrilling story to tell of how they bluffed twelve Yankee ruffians a week ago last Saturday. It appears that the New York World man, who has been cutting a wide swath in the pass recently, hired twelve Americans at \$50 a day to hold up the entire army of pilgrims in the White Pass. The plan was to keep the train until he got through quietly with his party without the crowd. These men made a line across the pass behind a row of trees. They were about twenty, and were a vigilance committee and were going to hold the pass until it could be widened beyond and they would shoot anyone crossing. "My chum McKenzie, however," says Ritchie, "was offered \$50 by the outfit to join them, which convinced me of the necessity to close the pass. I got boys named Ballantyne from New Brunswick, and myself told the New York World ruffians that if they did not let us pass we would shoot them down. They cleaned through the Yankee guns and blunder and reached Lake Bennett, 25 miles away, where the World reporter and his friends were. They said they would not until next Monday was the barrier broken down, and the stampede was awful. Horses were killed by dozens from being shot, and, blocking the pass worse than ever."

KHANS CAN HELP.

They Offer to Assist the Indian Government Against the Afridis.

SIMLA, Sept. 9.—The Khan of Nawab has promised to assist the government in the Mohmand expedition, and the Khan of Munda, who commanded Umr Khan's forces during the siege of Chitral, has also given assurances of loyalty. The government of India has written the Amer of Afghanistan that the present operations in Afghan territory are intended solely to punish Haddad Mullah and his followers in arms, and that there is no intention to interfere with independent things of the country, but that all who offer opposition will be punished by the government. This offer is a most important one, and the American government, who has been informed by military-mongers that the invasion of Afghanistan itself is contemplated. The Amer of Afghanistan, after ordering the Mullah to cease tampering with Afghan subjects are now known and have great effect in quarters where his influence was formerly strongest.

A CLOSE RULING.

Canadian Material Must Not Touch Uncle Sam's Domain Free.

WASHINGTON, Sept. 9.—The Secretary of the Treasury has given instructions that the materials used in the construction of the international bridge across the St. Lawrence river, between Cornwall, Ont., and Hogansburg, N.Y., now in course of erection, may be shipped free so far as they are used over the water and up to the American shore end. Materials used on the American shore, however, must pay the regular duty.

GERMAN MERCHANTS COMBINE.

They Will Act in Harmony to Protect Their Interests.

BERLIN, Sept. 8.—A number of German manufacturers and merchants have formed a committee for the purpose of protecting their interests when the time arrives for a renewal of Germany's commercial treaties. Among other things the committee intends to establish a central office for the collection of useful information in regard to the requirements of German industry, after the model of similar institutions in America, in regard to which Baron Von Thielmann made a highly approving report based on the experience of the German ambassador in the United States.

FALL OF BEBER.

It is Hailed With Great Joy at Skakim.

SKAKIM, Sept. 8.—There is great rejoicing here at the news received of the fall of Berber. The measures to establish communication between Skakim and the Anglo-Egyptian forces along the Nile are rapidly advancing. The Derivatives have withdrawn their eastern outposts and are concentrating on the Nile with Metemneh as their northern post.

THE DULUTH RAILWAY.

La Patrie Makes a Strong Protest Against Help Being Granted the Project.

Will Take Trade from Eastern Canada and Hand It to the United States.

MONTREAL, Sept. 9.—(Special)—La Patrie, Minister Tarte's organ, says: "The people of Canada have made the greatest possible sacrifice in building a railway in Canadian territory uniting Manitoba with the Eastern Provinces. This done we see the government of Manitoba apparently desirous of engaging its credit for the construction of a railway the object of which will be to take from us the trade of the West and hand it over to the neighboring republic. One might say, in fact, that the Dominion has no existence, and the general interests of the country count for nothing. Mr. Greenway's project cannot be met with the sternest opposition from those interested in the future of Canada, and we sincerely hope it will fail completely. We do not see, in fact, how the government and parliament of Canada can justifiably permit the execution of such a project. We speak for ourselves and ourselves alone on the matter, but we cannot allow the occasion to pass without speaking our mind for Greenway's Winnipeg and Duluth railway scheme is decidedly anti-national."

ENCOURAGE HOME TALENT.

McGill Graduates Not Pleased at the Appointment of an Outsider.

MONTREAL, Sept. 8.—There is great ill-feeling among graduates of McGill over the appointment of a Scotchman, F. B. Walton, a graduate of Cambridge, to the position of dean of the faculty of law. A meeting was held to consider the matter. The call circular spoke of the question of legal education and the desirability of immediately establishing a new law school in Montreal. About forty were present and a motion that the appointment of Walton was a slight upon law graduates of McGill was hotly discussed and definitely withdrawn, as it would prejudice the case without any evidence as to Walton's fitness.

FREE STATE REVOLT.

Congo Troops Mutiny Kill Their Officers and Raze the Forts.

BRUSSELS, Sept. 8.—Mail advices have been received from Uganda stating that a mutiny has occurred among the troops in the Congo Free State, Toro district. The mutineers are said to have killed 69 Belgian officers and men and destroyed all the forts, committing depredations right and left. This report is regarded at Brussels as merely another version of the revolt of the soldiers of Baron D'Hanis' expedition to the headwaters of the Nile.

PREFERENTIAL TRADE.

Under the New Tariff Exports to Canada Have Largely Declined.

WENNING, Sept. 9.—(Special)—The Montreal Star cable says: "Four months have now elapsed since the new Canadian preferential tariff went into operation. The results to Great Britain as shown by actual trade returns are most disappointing. The trade of every one of the four months has shown a large decline in British exports to the Dominion of Canada, culminating in August with a decline, as compared with August, 1896, of \$66,797. The total decline in the four months, since the preferential tariff went into effect is \$171,693 or 14 per cent. Cotton, linen and woollen goods show very substantial declines and worried alone among the manufactures, show an increase which amounts to \$18,000. Under the new tariff bearing Hon. Mr. Fielding's name the iron goods show a most striking decrease. Railroad iron alone declined \$100,000. Hat and \$28,000, wearing apparel (slops) declined \$32,000 haberdasheries \$14,000. On the other hand imports into Great Britain from Canada are advancing by leaps and bounds. In eight months the total of this year shows an increase of 22 per cent. The chief increases are in cattle, \$250,000; wheat, \$102,000; cheese, \$500,000; butter, \$31,000; fish, \$59,000; wood, \$382,000; Bacon declined \$38,000; hams, \$28,000.

MAJOR WALSH STARTS MONDAY.

Major Walsh Does Not Leave here until Monday for the Yukon. He will stop several days at Winnipeg.

WAWA ORE GOES HIGH.

MONTREAL, Sept. 8.—(Special)—Samples of quartz from the Lake Wawa gold regions in Ontario, north of Lake Superior, have been analyzed at McGill college laboratory and assay \$241.60 to the ton.

BIG HIDE SALE.

MONTREAL, Sept. 8.—(Special)—The largest sale of sole leather ever made in Canada was made by Shaw, Cassils & Co., to-day by James McCready. The transaction involves a transfer of 68,000 hides for a consideration of about \$75,000.

HON. JOHN COSTIGAN.

The News says to-night that the latest political rumor is that Hon. John Costigan will enter provincial politics in the province of New Brunswick.

THROUGH THE SOO.

OTTAWA, Sept. 8.—(Special)—Up to Sept. 2, 2,811 vessels passed through the Soo locks as compared with 3,578 last season.

COD FISHERY FAILS.

ST. JOHN'S, Nfld., Sept. 9.—Intelligence from Labrador confirms the reports of the complete failure of the cod fishery this season. The catch is very small, and the low prices probably mean a severe winter for the fishermen.

DIED IN HARNESS.

OTTAWA, Sept. 9.—(Special)—W. G. Barrett, accountant in the post-office department, died to-day after a brief illness.

THREATENED WITH WATER FAMINE.

MONTREAL, Sept. 9.—(Special)—The city is threatened with a water famine owing to the breaking of the supply lines carrying water under Leach's canal. It is hard to keep up the requisite supply through the small pipes.

STILL NO AGREEMENT.

CONSTANTINOPLE, Sept. 9.—The ambassadors met in conference to-day with reference to the details of the peace treaty, but there was no definite advance in the negotiations. Germany and Great Britain have not yet come to an agreement as to the indemnity question.

RAILWAY DIVIDEND DECLARED.

NEW YORK, Sept. 9.—The directors of the Chicago, Milwaukee & St. Paul Railway Co. have decided to declare the regular semi-annual dividend of 2 1/2 per cent. They have also decided to declare an ex-dividend. The regular dividend of 3 1/2 per cent. of preferred stock will soon be declared.

STUCK GAS AND TAR.

Experimental Well on the Athabasca River Furnishes its Own Fuel.

Drill Is Now Down Seven Hundred Feet, with Prospects of Oil.

OTTAWA, Sept. 9.—(Special)—Advices have reached the geographical survey department that the oil prospecting well on the Athabasca at Pelican rapids on the Athabasca river has reached a depth of 700 feet. Inflammable gas, mineral water and tar have been struck. The tar, which is forced up with the aid in raising steam for drilling purposes. Good progress is made towards the lime stone under which it is expected oil will be found.

JUBILEE STAMPS.

Plates Were Destroyed Yesterday in Ottawa.

OTTAWA, Sept. 10.—The plates of the Jubilee stamps were destroyed this morning at the American Bank Note Co.'s building on Wellington street in presence of the postmaster-general, the deputy postmaster, the secretary of the department and the chief of the stamps branch. There were two million stamps and seven million cards worked from these plates. This puts an end to any more being worked off and consequently they will increase in value. Mr. Sladen, of the Governor-General's office, an Ottawa philatelist, was present by invitation to see the ceremony.

PAST ATLANTIC LINE.

Peterson, Tate & Co. Deny They Have Thrown Up the Contract.

TORONTO, Sept. 10.—The following is the Toronto Evening Telegram's special cable, dated Newcastle-on-Tyne, September 10: "Enquiry at the office of the Peterson-Tate firm here elicits from the principals the denial that their contract with Canada for the construction of the fast Atlantic line of steamers was to be transferred to another firm. The rumor, they say, is false throughout, and could only have been circulated with ulterior motives. The firm has undertaken the contract and will carry it through, with satisfaction to all concerned."

LE ROI DIVIDEND.

Over Half a Million Paid in Two Years.

As previously announced, the directors of the Le Roi Mining Company at their monthly meeting on Wednesday evening declared a dividend of \$500,000. This is the 19th dividend declared by the company and will make a total of \$576,000 paid in this way to its stockholders. The first dividend was paid October 2, 1895. Colonel Turner stated last evening that no other business was transacted at the meeting.—Spokesman-Review.

BEATS KLONDYKE HOLLOW.

WASHINGTON, Sept. 9.—The report of the auditor for the interior department shows that the amount paid for pensions during the last year was \$140,477,637.

SHE—I KNOW THAT I AM NOT GOOD LOOKING.

But people forget my face when I sing. Ah—Won't you sing now.—Flegende Blaetter.

NEW YORKER—HOW ARE THE CROPS IN YOUR STATE?

Kansas—Crops are going Republican this year by an overwhelming majority.—Chicago Tribune.

IT SEEMS AS IF WE ARE GETTING CONTRIBUTIONS FOR A PEDANTICAL DIVIDEND.

"I am told they expect to represent him in the act of stealing a base."—Detroit Journal.

ENCOURAGE HOME TALENT.

McGill Graduates Not Pleased at the Appointment of an Outsider.

MONTREAL, Sept. 8.—There is great ill-feeling among graduates of McGill over the appointment of a Scotchman, F. B. Walton, a graduate of Cambridge, to the position of dean of the faculty of law. A meeting was held to consider the matter. The call circular spoke of the question of legal education and the desirability of immediately establishing a new law school in Montreal. About forty were present and a motion that the appointment of Walton was a slight upon law graduates of McGill was hotly discussed and definitely withdrawn, as it would prejudice the case without any evidence as to Walton's fitness.

FREE STATE REVOLT.

