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A PERFECT ACETYLENE HOUSE LAMP
Generates gas for immediate use only, but is ready for lighting at once. It is safe—cannot explode under any circumstances. It is economical—cheaper than gas or kerosene. Call and examine.

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All the Unclaimed Tailor-Made Garments Worth \$25 to \$50—NOW—\$10 to \$20
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On Wednesday, at Aeolian Hall

Commencing Wednesday at 8:15 P. M., we will give a series of Aeolian, Pianola and pipe-organ recitals. We will give these recitals every Wednesday evening and every Saturday afternoon during the season. No admission will be charged. Everybody is welcome.
THE AEOLIAN COMPANY
M. E. WELLS, Northwest Agent, Aeolian Hall, 833-335 Washington Street.

EVANS WAS CALLED

Famous Fighting Admiral Before the Schley Court.

TWO OTHER NEW WITNESSES

Evans Described in Detail the Principal Battle of Santiago and the Bombardment of the Colon on May 31—Did Not Finish.

WASHINGTON, Sept. 30.—Admiral Evans, who, as Captain, commanded the battleship Iowa during the Santiago campaign, was a witness before the Schley court of inquiry today. His testimony covered the period from the time the Iowa left the port of Key West on May 20, 1898, until July 5, when Admiral Evans testified he had a conversation with Admiral Schley concerning the battle on July 3. He described in detail the principal battle of Santiago, and gave particulars concerning the bombardment of the Colon on May 31. Other witnesses of the day were Captain Theodore F. Jewell, who was commander of the cruiser Minneapolis during the Spanish War, and Commander James O. Miller, who was in command of the collier Merrimac until that vessel was turned over to Lieutenant Hobson to be sunk in the mouth of the harbor at Santiago. Admiral Evans had not concluded his testimony when the court adjourned until tomorrow.

Today's proceedings were begun, as usual, by recalling previous witnesses for corrections in their testimony. While Commander Miller was on the stand he was asked by the court whether, if the fleet of Cervera had been in the harbor of Cienfuegos, it could have been seen by the vessels blockading the port. He replied:

"I cannot definitely say. Not unless they had anchored in the lower harbor just inside of the entrance. In the deep water where the schooner to which I referred before was anchored, I do not believe they would have anchored in that spot."

The First New Witness.

The first new witness of the day was Commander James O. Miller, who was in command of the collier Merrimac while that vessel was a part of Admiral Schley's flying squadron. Commander Miller said he had assumed command of the Merrimac April 11 at Norfolk. He had taken on board at Lambert's Point some 400 tons of coal. His vessel had, he said, been capable at first of making between 9 and 10 knots, but after that by May 23 and 24 he would have been unable to try to secure a speed of more than seven knots. He read from the collier's log to show that the Iowa, Massachusetts and Castine had been coaled on the 23d and 24th. He said that the coaling of any vessel on the 23d or 24th, the time consumed in proceeding from Cienfuegos to Santiago.

"The sea," he said, "on the 25th was nasty, quite nasty. The Merrimac being a heavy vessel, its speed was not affected, but if I had had a smaller vessel I should have been unable to proceed. He also said that the weather for that day was bad. The witness said that late in the afternoon of May 25, the intermediate valve of the collier was broken, but that previous to the arrival of Santiago she had not been "broken down, disabled or delayed."

As to the conditions on the 26th, the witness said: "I should say I could have coaled, as I find here, (consulting the log) we were making 10 knots. At one time we got up to 12 knots. I fancy the weather could have been better, but I read from the log seven knots, then six and so on. There is one entry here that we got up to 11 knots. On that day, the Merrimac was with the squadron east to quarter north, and I find by the entry between 8 o'clock in the morning and midnight of that date that we made from 10 to 12 knots."

Mr. Hanna—What was the condition of the sea?

"The sea had smoothed, I should judge, from the way we were going. We raised our speed from 7 to 10 knots."

"Could you have coaled vessels on the afternoon of the 26th?"

"He could have coaled."

"What time did you break down?"

"We stopped at 5:30 that afternoon."

Asked if vessels could have been coaled while the Merrimac was in tow of the Yale, the witness replied that that was a supposititious question, and that he would not like to say. As a matter of fact she did not coal any vessel while in tow on all days from May 23 to May 31, except on the days when en route from Cienfuegos to Santiago and when disabled, the Merrimac had had vessels alongside for the purpose of coaling, and they had been coaled from the collier.

On cross-examination Commander Miller said the Massachusetts had been coaled at 7:30 in the morning of the 24th. He was then examined concerning signals as to coaling the Texas.

"I signaled over, I object to having two battleships alongside of me," said Commander Miller. "They have a peculiar motion, and when two battleships are rolling they would have a tendency to crush a collier between them. It was not so much on account of the weather as it was the presence of a battleship on each side."

"How was the sea at that time?"

"I did not feel the sea very much because my ship was a peculiarly steady ship."

"How was it as far as the other ships are concerned?"

"Battleships nearly always have motion; that is my experience. As far as I am personally concerned, I could have coaled."

"Well, how about the other vessels?"

"That is not for me to judge."

"Then when you spoke of your capacity to coal, you spoke about your own ship?"

"Yes; that I was ready for delivery. I am giving no opinion regarding other ships."

Continuing, the witness said that he "always hated to go alongside of the battleships. The Merrimac was always steady, but the battleships were continually rolling."

"Especially in a rough sea," suggested Mr. Raynor.

"In any sea," responded the witness.

"Is not that especially true when the warship has protruding spigons, as the Merrimac?"

"They were always nasty," the witness responded.

His Log Was Silent.

Mr. Raynor questioned Captain Miller closely concerning the state of the weather and sea May 30, quoting from Admiral Cervera's statement on that subject, but the witness would only say that his log was silent as to the condition of the sea at that time.

In conclusion, Captain Miller referred to

A ROYAL WELCOME

Duke and Duchess of York Guests of the Government.

STREETS GAILY DECORATED

Medals Were Presented to the Soldiers Who Served in South Africa—Party Will Go to Victoria Today.

VANCOUVER, B. C., Sept. 30.—The Duke and Duchess of York and Cornwall completed their railroad tour westward today, and are the guests of the people of Vancouver. Their special train made the run down through the canyon and valley of the Fraser this morning, and at 11:30 o'clock pulled into the Canadian Pacific depot. On the terraced heights back of the depot a great crowd was gathered, and the royal special halted to a salute of cheers. A guard of honor, composed of bluejackets from the North Pacific squadron, was drawn up at the depot platform, and back of them was a detachment of the Northwest mounted police in their smart uniforms of scarlet and black. Premier Laurier and the Countess of Munro, who accompanied the Duke and Duchess, were the first to greet the Duke and Duchess. The former wore his uniform of Admiral of the navy, and the latter wore the dress of a lady-in-waiting. They were then driven through artistically decorated streets to the Court-house. An attractive feature of the street decoration was a series of arches, one of which was erected by the Chinese residents of the city and another by the Japanese.

At the Courthouse Mayor Townley read an address of welcome, and the Duke replied thanked him and the people of the city for their cordial reception. The Duke and Duchess then assisted in the formal opening of a new statue for the local militia, and the former presented medals to the volunteer soldiers of this district who served in South Africa. The royal party lunched at the drill shed with the officers and men of the reception committee. Later in the day the royal couple were shown through the Hastings sawmill and driven through Stanley Park. In the park the school children of the city sang patriotic songs as the ducal party passed. Later the chiefs and leading tribesmen of the British Columbia Indians paid their respects to the Duke and Duchess. Late in the afternoon the Duke and Duchess boarded the steamship Empress of India, on which they are to be taken to Victoria, conveyed by the New Pacific.

Coaling Question Opened Up.

The court here asked a question which opened up the coaling question. The question was:

"How far could the Minneapolis have gone with her 400 tons of coal at the time you state?"

"If I had burned 400 tons of coal I would have made something like 1200 or 1300 miles. That would have left the bunkers empty. I was burning about 55 tons a day, and making it 15 knots."

Drawing from Captain Jewell the fact that the distance from Santiago to Key West is 850 miles, Mr. Raynor said:

"In view of what you said just now, will you explain the signal made on May 25, flag ship to the Minneapolis, will you enough coal to go to Key West?"

"Minneapolis to flag ship: Just enough. How that you explain the signal?"

"I am giving my recollection at the time. As I said, my coal supply was reduced and I was concerned. There were a great many signals being made, and I could not remember the exact one. I could not depend on it."

"Then at this time you just had enough, according to these signals, to go to Key West?"

"I arrived in Key West with less than 100 tons of coal on board."

Captain Jewell was then excused, and Captain McCulla was recalled for the purpose of correcting his testimony. While he was on the stand, the court asked him two questions, which together with the replies were as follows:

"By the Court—Were there any large vessels in the vicinity of Cape Cruz where large vessels could have found protection from westerly or southwesterly winds?"

"There was no place where the large ships could take protection from westerly and southwesterly winds."

By the Court—Had the fleet of Cervera been in the harbor of Cienfuegos, could it have been seen by the vessels blockading that port?"

"I should say not. The upper part of the masts might have been seen if they had been in a stretch of the river where it turns to the east, but I should not expect to have found them there. If they were behind the hill, they could not have been seen by my opinion."

Captain McCulla was then excused, and the court adjourned for luncheon.

"Fighting" Bob Evans Called.

When the court convened for the afternoon session, Rear-Admiral Robley D. Evans, who, as Captain, commanded the battleship Iowa during the battle of Santiago, was called to the witness stand. He stated that he had first joined the flying squadron on May 22, at 1 P. M., when he took the dispatches from Admiral Sampson to Commodore Schley by his executive officer, Commander Rogers. He did not see the Commodore until the morning of the 23d, when he was sealed he did not know their contents.

"Please state what, if anything, was done while this squadron was off Cienfuegos toward developing the fact as to whether the Spanish squadron, under Admiral Cervera, was in the harbor of Cienfuegos?"

"There was nothing done so far as I know."

"What, if anything, within your knowledge, was done toward destroying or preventing the further completion of the enemy's batteries in the vicinity of Cienfuegos?"

"On Sunday afternoon, I am quite sure, Commodore Schley formed his squadron in columns and stood in to a range of about a mile and a half from shore, and

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MINE IS ON FIRE

Damage Is Large and Flames Cannot Be Checked.

TWELVE MEN HAVE BEEN LOST

They Entered to Subdue the Fire and Could Not Get Back—Pit Lamp the Cause of the Disaster—Mine May Be Ruined.

NANAIMO, B. C., Sept. 30.—Curtain Extension No. 3 mine caught fire from a pit lamp at noon. The fire extended to the woodwork and was caught by an draught and carried through the mine. The men were warned and all got out safely. Twelve men who entered to subdue the flames never came back. Three others went after them. Then Managers Alexander Pauls, Roberts Bryden and Andrew Bryden formed a rescue party. They were driven out by the smoke and fire. Andrew Bryden unconscious. The fire attacked No. 3, which is connected with No. 2. Several slight explosions then occurred. Smoke poured out of all the entrances, flames from No. 3 shot up into the air. All hope for the men in the mine abandoned. The mine is probably ruined. No water is available, and there is no way of extinguishing the fire except by closing up the entrance which might cause a terrible explosion. It is feared that hundreds of men will be thrown out of work.

Premier Dunsinuir, president of the Wellington Coal Company, which operates the mines, left the royal reception at Victoria and is now rushing to Nanaimo on a special train. This is the fourth disaster in the mines here this year. The names of the dead are:

Mike Dolan.

James Watson.

P. Mottishaw.

Anthony Penedo.

George Courtchambe.

David Griffith.

Arch Reeves.

Charles Noy.

Edward Hazet.

J. McCallum.

Tony (an Italian).

William Blakely.

DOLE HAS NOT RESIGNED.

Secretary of Hawaii Says the Governor Has No Such Intention.

WASHINGTON, Sept. 30.—Henry E. Cooper, Secretary of Hawaii, arrived here today and denies the report that he is starting the resignation of Governor Dole to the President. Mr. Cooper said that so far as he knew Governor Dole not only has not resigned, but has no intention of resigning. To him the governor had not even mentioned or intimated that he had any such purpose in view. Just before Mr. Cooper left for this country Governor Dole returned to his duties after an absence of six weeks. He then appeared to be in perfect health.

Mr. Cooper made a brief call on Secretary Hitchcock today. He will present his report as acting Governor and conditions in and extensive needs of the territory very soon. His report makes a number of important recommendations, including one looking to the solution of the labor problem, in which employment of laborers from other countries has been an important factor.

P. Kaloanaloa, Jr., today submitted to the Interior Department resolutions adopted by the Home Rule Republican party of Hawaii, which, after referring to the resignation of Governor Dole, recommended that the President be petitioned for duty by reason of ill health, in favor of Robert W. Wilcox, Delegate in Congress from Hawaii, for Governor.

In Memory of Bishop Whipple.

NEW YORK, Sept. 30.—At Holy Trinity Episcopal Church