

TRAMWAY OVER PASS

Electric Power on the Summit of Chilkoot Trail.

PORTLAND-JUNEAU ENTERPRISE

A Company Organized to Transport Freight and Passengers Over the Worst Mile.

Portland, Or., Oct. 4.—Ample facilities for the transportation of freight and passengers over Chilkoot pass will be provided by a Portland-Juneau company, in time for the rush to the Yukon next season.

Articles incorporating the Dyea-Klondike Transportation Company were filed here. The objects of the corporation are announced as follows:

"To conduct a general transportation business from the headwaters of Lynn canal, Alaska, to all points in Alaska, and in British North America, and to carry freight and passengers.

"To acquire, build, locate and operate tramways, bridges, wagon roads, sawmills, etc.; to navigate the Yukon river and its tributaries from St. Michaels to Dawson City, and to purchase, build and operate all manner of vessels between Portland, Seattle, Tacoma, Juneau, Dyea, Skagway and St. Michaels. Capital stock, \$250,000."

Although the announcement of objects is made to cover a wide field, the company's present attention is directed solely to providing means for the transfer of the most difficult portion of their journey, which is from the steamer at Dyea, over the pass to Lake Lindemann. Construction is already begun, a wharf being well under way at Dyea, and the work of putting up a 5,000-foot cable tramway at the pass itself being started. The company announces that it will be ready for business by February 1, by which time it will be in shape to handle, if necessary, the outfits of 20,000 people a month, doing the work at a reasonable figure.

Members of the company make the following statement:

"The trip from Dyea to Lake Lindemann has been made by a man with an ordinary outfit, amply provided with packers. We do not propose to lessen this time very much, but we do propose to take over a very much larger tonnage than could otherwise be taken in the same time. When finished, our cable tramway, which will be quite similar to those used at some of the big mines on mountain sides, will extend from Sheep Camp to the summit, cutting off a distance of four miles as at present traveled. Our immediate attention, however, will be directed to the most difficult part of the ascent, a stretch of about 5,000 feet, over which we shall be ready to operate by February 1. We shall use the water fall of the Dyea river to convey electric power to our plant.

"Though the short period that is allowed our company for preparation gives us time only to overcome the worst difficulty of the trip, yet we have ample means to do more as may be justified by the progress of business. When this route is open it will be possible for any number of people to go from here to Dawson with their outfits at less than half the cost of the trip via St. Michaels, without an outfit, at the same time saving 20 days.

"From Portland to Dawson via Chilkoot Pass the distance is only 1,700 miles; via St. Michaels it is 3,700 miles. It takes five weeks at least to make the trip via St. Michaels, and not over 15 days is required by the pass when the lakes and rivers are open. Another important saving of time is in the fact that one can get over the Chilkoot and land supplies at Dawson two months before the first steamer gets up the Yukon from St. Michaels, which is usually not before the middle of July. The St. Michaels route is open but four months of the year, while the Chilkoot will practically be open all the year around when our line is completed. We do not advise the trip being made before February, however.

"One of the delays heretofore encountered in the overland trip is the necessity of building boats at the lake. Ten days is usually required for this, though it was much longer this year, owing to the rush, and the price was prohibitive to a great number of travelers. This company will be able either to furnish boats, or lumber for them, or it will transport to the summit any 'knocked-down' boats included in the miners' outfits. It has never been possible heretofore to take a boat over the pass, except by piecemeal, which don't pay.

"A most important part of the work we are doing is the construction of a wharf at Dyea. It will have 200 feet frontage and the approach will be 1,700 feet in length. Any steamer will be able to dock at this wharf, thereby saving the heavy expense and great loss of time to both passengers and steamship people, of lighterage, as at present. Had it not been for work already done by Juneau people it would have been almost impossible to have completed this work in time for the early travel next season."

About \$10,000,000 in gold is now concealed in the teeth of people in the world.

Indicted for Larceny.

Astoria, Or., Oct. 4.—The grand jury today returned a true bill in the case of B. L. Ward and W. G. Howell, treasurer and deputy treasurer, respectively, of this county. The indictment charges them with the larceny of public money to the amount of \$11,953.

Found Dead in His Room.

Baker City, Or., Oct. 4.—William F. Hoey, aged 46, was found dead in his room in a lodging-house this evening.

SUNK OFF THE RIVER.

Schooner Orion Cut Down by the Ship Peru.

Astoria, Oct. 6.—Shortly after 4 o'clock this afternoon, just as she was completing one of the fastest trans-Pacific sailing trips on record, the big four-masted German ship Peru crashed into the little coasting schooner Orion, cutting her in two, and sending her to the bottom immediately.

When the little vessel was struck by the big steel ship, the captain was thrown across the deck, badly bruised, and every one of his four men were knocked about and more or less seriously injured. They succeeded in grasping ropes of the German bark, and climbed aboard, and thus made their escape. Captain Nelson was loath to say who he thought was to blame for the collision. He avers that his schooner was on her course for Shoalwater bay. The weather was perfectly clear and the sea smooth. The accident occurred north of the lightship, some 12 or 15 miles off the mouth of the river.

The tug Relief was towing the German bark, and the captain declined to make a statement. The captain of the schooner laid his case before the British vice-consul here tonight, and the matter will be thoroughly investigated. The shipwrecked crew are now at a hotel in Astoria, without a cent of money or clothes other than what was on their backs at the time of the collision.

The Orion was en route from San Francisco for Willapa harbor in ballast, and at the time of the accident was on the starboard tack, steering by the wind. While the reticence of the men in charge of the vessel makes it difficult to get at the exact cause of the disaster, it is apparent from what little information they volunteer that there was a miscalculation as to the speed of the vessels, which prevented their having sea room until it was too late to avoid a collision.

The Peru being a heavy steel ship could not be much damaged by the encounter with the smaller wooden vessel, but she came out of the collision with her jibboom and bowsprit cap missing. The Peru was on her way to Portland. The Orion was a small three-masted schooner, of 117 tons register.

The Peru is a steel ship of 2,093 tons net register, 275 feet long, 33.5 feet beam, 23.9 feet hold.

New Yukon Railroads.

New York, Oct. 4.—A dispatch from Montreal says: Application will be made to the Dominion parliament next session for a bill to incorporate a company for the purpose of constructing and operating a railway from a point near the head of Chilkoot inlet, on the Lynn canal, to the rapids on the Yukon river, following as closely as practicable Dalton's trail, with power to construct and operate branch lines, bridges, wharves, telegraph and telephone lines, steamboats and other craft on the lakes and tributaries of the Yukon river. The promoters are a syndicate of wealthy men.

Latest reports received at Ottawa of the progress of the Crow's Nest pass railway construction are to the effect that work on the first 100 miles is very far advanced, and that there is no question but the company will be able to realize its purpose of completing this section before the close of the present season.

Six People Killed.

Willow Springs, Mo., Oct. 6.—A prairie schooner containing seven persons was run down in Dead Man's cut today by a train on the Kansas City, Fort Scott & Memphis road. Six persons were instantly killed and seventh fatally injured. Those killed were: Philip L. Wooten, Philip Wooten, jr., Amanda Wooten, Dora Wooten, Mrs. Frances Malbrey and infant child 4 months old. Philip Wooten's wife is so badly hurt that she cannot live. The train was stopped and the remains of the dead and injured were brought here. Conductor Hallaway says the proper signals for crossings were given, but were not heard. The persons killed live in Texas county, Mo., and were on their way to Arkansas to pick cotton.

Segasta's Ultimatum.

London, Oct. 6.—A special dispatch from Madrid, published here this afternoon, gives the substance of an interview between a newspaper correspondent and an unnamed member of the new Spanish cabinet. The latter is quoted as saying that Senor Segasta will carry out the Cuban reforms proposed by Martinez de Campos 10 years ago, but would not consent to a customs union between the United States and Cuba, and if the former was not satisfied, Spain was prepared to fight, as the Spanish navy is regarded equal in strength to the navy of the United States.

Seals Are Plentiful.

Victoria, B. C., Oct. 6.—Captain Cox, of the sealing schooner Triumph, which has returned from Behring sea with 1,159 skins, says skins are plentiful in the sea; there is as many there this season as there ever were. But for some cause or other they are very restless. In the Triumph's catch were four or five skins from which the hair had been burned off the back. They were not branded, but there is an iron mark from which the fur was burned, seemingly by electricity.

Deed of a Fool.

Denver, Oct. 6.—About 10 o'clock last night Thomas H. Burch shot and instantly killed Thomas Martin. The shooting occurred on a ranch owned by Burch, about four miles north of here. Burch was watching for thieves who had been stealing apples from his orchard, and thinking Martin was one of them, he fired at him with a double-barreled shotgun. Burch is a prominent man and is well to do. He gave himself up.

FOR FORGETFUL ENGINEERS.

New Life Saving Device That Has Been Successfully Tested.

St. Paul, Oct. 4.—A very ingenious and valuable contrivance for the saving of life by preventing railroad accidents through the forgetfulness of trainmen, has been invented. The machine has just stood a very severe test on the Great Northern railroad, after having been previously operated successfully on the St. Paul & Duluth road. Practical railroad men have given strong endorsements to the device after seeing its work.

The object of the device is to provide an accurate and reliable reminder signal and distance indicator for locomotives by which engineers are prevented from forgetting their train orders as to stopping or meeting places. The mechanism is simple, but positively connected with the forward trucks of the engine, accurately measuring the distance traveled.

The dial is placed in front of the engineer, showing correctly the distance traveled. Above the smaller of two dials are placed 15 triggers or dogs, pivoted at equal distances around the center.

When the engineer receives his orders, he sets one or more of these triggers to a point one mile short of the distance to be traveled before reaching the stopping place. The mileage indicator, on reaching such point, releases the trigger, which starts a signal whistle blowing. This continues to blow for one-quarter of a mile, promptly warning the engineer of the near approach to a stopping place. If the engineer is inattentive and fails to stop when this last mile has been run over, the machine sets the air brake and stops the train for him. A train similarly equipped coming in the opposite direction would be stopped in the same manner. The device can be made to run forward or backward. For foggy or stormy weather, or for darkness, the device is considered especially valuable for ordinary road use, although its life-saving feature was the point at first sought for by Mr. Wallace.

After a trial on the St. Paul & Duluth, and trials on the Fergus Falls division of the Great Northern, the new invention was given an unusual test on the recent trip of President Hill to the coast and back. For this trip, the new scheme, with one engine, No. 663, with Engineer John Wilbanc for the entire trip, was tried, and the new life-saving device was on the engine. For 1,820 miles to Seattle on the Great Northern, 170 to Spokane on the O. R. & N., and through Montana and back to St. Paul, the new device measured all distances with accuracy, and by other tests completely demonstrated its ability to do all claimed for it. President Hill has approved it with considerable enthusiasm, as have other officials on his road. During the past few months, this new device has been used successfully on over 10,000 miles of road. A feature of the test is that it has been made with the inventor's working model.

Admiral Beardslee Reports.

Washington, Oct. 4.—Admiral Beardslee, who has been in command of the Pacific station three years, returned to Washington today and called upon Secretary Long and Secretary Sherman. With the latter he went to the White House and called upon President McKinley. The admiral, in a short time, will make a formal report to Secretary Long, giving his views and opinions on the Hawaiian situation, and such information as he has gained during his long stay at the islands. The administration is anxious to have a general review from such an intelligent and experienced source as Admiral Beardslee.

Speaking of the reported opposition to annexation, the admiral said today that it amounts to little. The substantial business interests on the islands, with few exceptions, favor annexation.

Sold Her Husband.

St. Louis, Oct. 4.—According to the Post-Dispatch, John A. Truitt, a conductor on the Northern Central electric street-car line, was sold by his wife for \$4,000 to a woman who declares that she loves the man more than his wife does. The deal was the sequel to the following remarkable statement made to Mrs. Truitt by a Mrs. Stevens, who lives in this city with her father: "Mrs. Truitt: I love your husband, and I want him. I have traveled the world over, and he is the first man I ever loved. I will give you \$4,000 cash for him if you will give him up." Truitt, who is the father of four children, seems to agree to the deal. It is stated that last Tuesday Mrs. Truitt, knowing that her husband loved another, attempted to take her life by swallowing a big dose of morphine.

Aid From the Canadian Pacific.

Montreal, Oct. 4.—It is announced that the Canadian Pacific Company intends without delay to extend the railroad into Rosland, B. C., and that capitalists closely identified with the railway company have partly completed arrangements for the erection of a large smelter on the Columbia river, which will treat the Rosland ores practically at cost, and that the shipping mines will be connected with the smelter by an aerial tramway. The Canadian Pacific also proposes adopting similar methods in the Slovan country.

Carlisle Ready to Strike.

London, Oct. 4.—The Daily Mail, in its special from Madrid, says: The symptoms of Carlisle agitation are every day becoming more manifest and attracting the attention of the Spanish government. Carlisle emissaries are in the province of Navarre and Castleton, where the party has its strongest supporters. There is the best reason for believing that the signal for a rising will soon be given. The revolt will probably occur in Navarre or Castleton.

A REIGN OF TERROR

Americans Compelled to Flee From Guatemala.

ACTS OF CRUELTY PERPETRATED

Barrios' Manner of Carrying on War Bringing Devastation Upon the Country—No Hope for Peace.

San Francisco, Oct. 4.—The steamer San Blas arrived from Central American ports today with the first authentic details of the revolution in Guatemala. The revolution broke out on September 6, and was participated in by several departments, viz: San Marcos, Quezaltenango, Huehuetenango, Totonicopan, Mazatenango, Quiché and Salala.

The revolt was opened with an attack upon the outposts of Quezaltenango and other districts, which proved eminently successful. The revolutionists, however, withdrew to gather reinforcements from the surrounding country, and three days after the first shot was fired, the government sent the following into the field: General L. G. Leon, with 1,500 men; General S. Toledo, with 42 pieces of artillery and 2,000 men. One battery promptly deserted to the enemy after leaving the city.

On September 9, J. Castillo, aid to Morales, arrived on the scene with an immense force of malcontents from neighboring provinces, and, after a sharp engagement, took the city of Quezaltenango. Meanwhile, Barrios was carrying matters with a high hand among the rebels within the citadel. Needing money, he applied to Don Juan Aprio, a well-known capitalist, through the medium of General Roque Morales, who is noted for his cruelty. Knowing that the loan would mean his financial ruin, Aprio hesitated, and was promptly taken to the castle and strung up by the thumbs. Upon refusal to accede to the demands made upon him, Aprio was lashed until he fainted from the torture, and still being obdurate when he recovered his senses, Morales cursed him and shot him dead. His many friends, however, had their revenge shortly afterward, for when the city of Quezaltenango was taken, Roque Morales was shot without the courtesy of a trial. Grave accusations of cruelty to women, the wives and slaves of men who had joined the revolutionists, are made against the dictator Barrios.

The San Blas brought a party of 14 Americans from the scene of the revolution, all of whom agree that it will be a long time before peace is again restored. Four of the party left Quezaltenango after the town had been surrounded by government troops and orders had been issued that no one should be allowed to leave. They state that Americans are thrown into jail on the slightest provocation, on the ground that they are plotting against Barrios, and say that nine Americans were in prison at Quezaltenango. The merchants of Guatemala City are expecting a siege at any time, and have made preparations to close their places of business at a moment's notice.

AN ENGLISH CONCESSION.

May Hasten the Completion of the Nicaragua Canal.

Washington, Oct. 4.—The report that a bill has been passed by the congress of Nicaragua granting a 30 year franchise to the Atlas Steamship Company, of London, for the exclusive steam navigation of the Rio San Juan del Norte, with authority to deepen the channel at various points and also to construct a railroad from the Silicon lagoon to the river, cannot be officially confirmed here.

If the Nicaragua congress has granted a concession to the Atlas company, that action may arouse quite a diplomatic discussion between representatives of the Greater Republic of Central America and the United States. The solution of the complications into which the three governments are drifting may be a treaty between the United States and the Greater Republic for the completion of the Nicaragua canal by this government. It is stated by persons familiar with Nicaragua canal affairs that either the United States or the Nicaragua Canal Company will institute an inquiry concerning the grant to the Atlas company. These two waterways (the San Juan river and Lake Nicaragua) are said to form two of the links of what will ultimately be the Nicaragua canal.

The state department recently received a report from Consul O'Hara, of Nicaragua, giving brief details of the concessions granted to the British company, and stating that it embraced various exclusive privileges in the Silicon lagoon, the San Juan river and Lake Nicaragua. Since then additional information has become available as to the plans of the Atlas company.

Cubans Treating for Peace.

London, Oct. 4.—A special from Madrid says a rumor prevails there to the effect that important communications have been received by the Spanish government from the leaders of the Cuban insurgents, suggesting the basis of a possible settlement of the Cuban difficulties.

Locomotive Boiler Exploded.

Vancouver, B. C., Oct. 4.—A fatal accident happened on the Canadian Pacific railroad today near White's creek bridge, about 12 miles west of North Bend. The boiler of engine 354, which was hauling an eastbound freight train, exploded, and brakeman George Elson, who was riding on the engine, was thrown over a bank, sustaining injuries from which he shortly afterward succumbed. The engineer and fireman were slightly scalded.

WEEKLY MARKET LETTER.

Downing, Hopkins & Company's Review of Trade.

We have had something of a slump in wheat since we wrote you last, due to several causes, chief among which being the yellow fever scare, a decided slackening of speculation, and increased receipts from both winter and spring wheat sections. News, however, could not in any manner be construed as bearish, and had not the bulls taken fright so easily and dumped their holdings on a narrow market, we should have seen an advance instead of a decline. Foreigners have been good buyers again on the decline, and could our people get rid of the idea that wheat is high, and inaugurate a buying movement, we should see a sharp and rapid advance. Exports have been large, amounting to 5,623,000 bushels for the week. The world's shipments amounted to 9,600,000 bushels, while our visible supply increased 2,403,000 bushels. The English visible also increased 126,000 for the week. Our visible supply is now 19,000,000 bushels, against nearly 50,000,000 a year ago, while our exports are nearly 2,000,000 bushels a month. Take these facts into consideration, and note also that France will have to import at least 80,000,000 bushels, Russia's exportable surplus on the present crop is estimated at only 60,000,000 bushels, or less than half of last year.

We have had a rather featureless market in corn, and values have ruled rather dull and lifeless within a narrow range of price. Receipts of corn are large, with a good demand. Exports continue to be heavy, the clearances for the past week aggregating 5,623,000 bushels, the low price proving to be quite attractive to foreign importers. The visible increased 1,860,000 bushels for the week.

Provisions have not escaped the general dullness that has prevailed and the market is very quiet, but has a firm undertone that needs only a fair buying movement to develop into a bull market. Receipts of hogs are somewhat larger than estimated and of good quality. There is a good demand from abroad for cured meats and lard, and this will probably increase heavily as soon as cold weather sets in.

Portland Markets.

Wheat—Walla Walla, 75c; Valley and Bluestem, 77c@78c per bushel.

Flour—Best grades, \$4.50; graham, \$3.70; superfine, \$2.50 per barrel.

Oats—Choice white, 32c@34c; choice gray, 30c@32c per bushel.

Barley—Feed barley, \$19@20; brewing, \$20 per ton.

Millstuffs—Bran, \$14 per ton; middlings, \$21; shorts, \$15.50.

Hay—Timothy, \$12@12.50; clover, \$10@11; Oregon wild hay, \$9@10 per ton.

Eggs—16@17 1/2c per dozen.

Butter—Fancy creamery, 45@47 1/2c; fair to good, 35@40c; dairy, 25@35c per roll.

Cheese—Oregon, 11 1/2c; Young America, 12 1/2c; California, 9@10c per pound.

Poultry—Chickens, mixed, \$2.00@2.50 per dozen; broilers, \$1.50@2; geese, \$5.50; ducks, \$3@4 per dozen; turkeys, live, 8@9c per pound.

Potatoes—Oregon Burbanks, 40@45c per sack; new potatoes, 50c per sack; sweets, \$1.40 per cental.

Onions—California, new, red, \$1.25; yellow, 80c per cental.

Hops—13@15c per pound for new crop; 1896 crop, 6@7c.

Wool—Valley, 14@15c per pound; Eastern Oregon, 10@12c; mohair, 20c per pound.

Mutton—Gross, best sheep, wethers and ewes, 2 1/2@2 3/4c; dressed mutton, 5c; spring lambs, 5 1/2c per pound.

Hogs—Gross, choice heavy, \$4.50; light and feeders, \$3@4; dressed, \$5@5.50 per 100 pounds.

Beef—Gross, top steers, \$2.75@3; cows \$2.25; dressed beef, 4@5 1/2c per pound.

Veal—Large, 4 1/2@5c; small, 5 1/2@6c per pound.

Seattle Markets.

Butter—Fancy native creamery, brick, 24@25c; ranch, 14@16c.

Cheese—Native Washington, 10@11c; California, 9 1/2c.

Eggs—Fresh ranch, 22c.

Poultry—Chickens, live, per pound, hens, 10c; spring chickens, \$2.50@3; ducks, \$3.50@3.75.

Wheat—Feed wheat, \$28@29 per ton.

Oats—Choice, per ton, \$22.

Corn—Whole, \$23; cracked, per ton, \$23; feed meal, \$23 per ton.

Barley—Rolled or ground, per ton, \$22; whole, \$22.

Fresh Meats—Choice dressed beef, steers, 6c; cows, 5 1/2c; mutton sheep, 5@5 1/2c; pork, 7c; veal, small, 6c.

Fresh Fish—Halibut, 5c; salmon, 3 1/2c; salmon trout, 7@10c; flounders and sole, 3@4; ling cod, 4@5; rock cod, 5c; smelt, 2 1/2@4c.

San Francisco Markets.

Wool—Choice foothill, 8@12c; San Joaquin, 6 months' 5@7c; do year's staple, 7@9c; mountain, 10@12c; Oregon, 12@14c per pound.

Hops—11@14c per pound.

Millstuffs—Middlings, \$19.50@20; California bran, \$14@15 per ton.

Onions—New red, 70@80c; do new silverskin, 85c@91c per cental.

Potatoes—New, in boxes, 30@80c.

Butter—Fancy creamery, 27@28c; do seconds, 25@26c; fancy dairy, 23@24c; good to choice, 20@22c per pound.

Eggs—Store, 20@26c; ranch, 32@34c; Eastern, 18@25; duck, 20c per dozen.

Citrus fruit—Oranges, Valencias, \$1.50@3; Mexican limes, \$4.50@5; California lemons, fancy, \$2.50; do common, \$1@2 per box.

Hay—Wheat, \$12@15; wheat and oat, \$11@14; oat, \$10@12; river barley, \$7@8; best barley, \$10@12; alfalfa, \$8@9.50 clover, \$8@10.

THE PORTLAND STALLED.

Cannot Reach St. Michaels for Lack of Coal.

San Francisco, Oct. 4.—The revenue cutter Rush arrived from Unalaska today, bringing the latest news from St. Michaels and the Yukon that came to Unalaska from the north by the Alaska Commercial Company's steamer Bertha.

The Bertha left St. Michaels September 14. On the 13th the steamer C. H. Hamilton, belonging to the Chicago corporation, returned to St. Michaels and reported that she was unable to ascend the Yukon above the flats near Fort Yukon. Her passengers and cargo were unloaded at Fort Yukon, and were awaiting the arrival of the Alaska Commercial Company's steamers Margaret and Alice for transportation to Dawson City. These steamers, being of lighter draught, will get to Dawson City September 20.

At St. Michaels, despite the presence of over 300 persons, order prevailed, and the presence of the revenue cutter Bear was regarded as an additional guarantee to prevent any trouble. A number of the Hamilton's passengers were landed at Hinnook creek, where quite a big strike is reported, and where there are plenty of provisions for the whole party.

The Bear will remain at St. Michaels until the arrival of the Humboldt, with troops for the garrison.

The disabled steamer Eliza Anderson will remain at Unalaska until next spring.

The steamer Portland was at Dutch harbor when the Rush left Unalaska. Coal being scarce she was unable to continue her voyage to St. Michaels, but the passengers were sent north on the Alaska Commercial Company's steamer Bertha. The Portland will probably return to Seattle without proceeding to St. Michaels. The steamer frames and machinery she carried will be landed at Dutch harbor, and a new cargo of planking to replace that lost on the schooner Huenene will be sent north, so that the steamer for the Yukon can be built at Dutch harbor during the winter.

The Rush reports that 12 British schooners took 9,339 seals, and three American schooners obtained 875 skins.

Provisions at Dawson.

Victoria, B. C., Oct. 4.—William Ogilvie, Dominion government surveyor in the Yukon country, arrived in Victoria this morning. He says there are provisions enough at Dawson for 4,000 people for the winter. When he left Dawson, July 15, there were 8,000 there, but if, as it is reported, many have left since then, the situation will not be so bad as feared. He says there is no use in trying to take in food with dog trains. Mr. Ogilvie will probably sail for Skagway tomorrow morning on the steamer Quadra.

Inspector Wood, of the Northwest mounted police, who is in command of the force that will accompany Major Walsh, Dominion administrator of the Yukon, arrived here today. He states that Major Walsh and Hon. Clifford Sifton, minister of the interior, will arrive here tomorrow, and will leave immediately for the Yukon on the Quadra. Besides several more members of the mounted police, a number of halfbreed guides and dog drivers also arrived. Inspector Wood states that he has orders to go along the trail as far as possible, and then come back and report as quickly as he can. The party will travel by dog trains.

ATTACKED BY STRIKERS.

Edwardsville, Ill., Miners Roughly Treated.

St. Louis, Mo., Oct. 4.—Early today the miners in the employ of the Madison Coal Company at Edwardsville, Ill., while going to work were attacked by strikers, including 80 or more women sympathizers. The strikers threw stones and red pepper and beat their opponents with clubs. "Scotty" McAllison had his skull crushed, and numerous others were cut and bruised.

The miners fought as best they could with their tin dinner pails, and were finally allowed to go to work. After the attack the strikers and women formed in line and marched through the streets of Edwardsville shouting and singing. No arrests were made.

The strikers, more than 300, with the women, far outnumbered the workers, who were guarded by a force of deputy sheriffs on the way to the mine. T. W. McCune, a deputy sheriff, in the escorting posse, was disarmed and dragged to one side, where a crowd of irate strikers beat him until he was almost unconscious. Though heavily armed the sheriff's officers took their drubbing without making any attempt to use their arms. They were outnumbered ten to one, but they fought with their fists.

Had a shot been fired the consequences would have been fearful, as the strikers were frenzied.

Severe Storms in Cuba.

New York, Oct. 4.—A dispatch to the Herald from Havana says: Operations in the four western provinces of Cuba have been absolutely suspended during the last few days on account of a severe storm that swept over this end of the island. In the suburbs of Havana nearly 20 persons have been drowned by the floods, and in country districts many lives and much property has been lost.

Seattle, Oct. 4.—A Times correspondent, who returned last evening from the vicinity of the Mount Baker gold discoveries, says that there is no doubt that great strikes have been made, and says he believes the claim that some of the quartz will run \$10,000 to the ton is not an exaggeration. He says that upwards of 1,000 men are now in the district, and more are rushing in, despite the fact that the snow has commenced to fly and the cold is severe.