

GEN. OTIS TO STAY IN PHILIPPINES.

Administration Has No Thought of Calling Him Home.

Will Remain at Manila as Governor General of the Islands.

Even Though the Active Military Operations May Be Placed Under Command of Gen. Wheaton—Gen. Corbin Greatly Worked Up Over the Protests of Newspaper Correspondents.

WASHINGTON, July 18.—Contrary to expectations no action was taken at the Cabinet meeting to-day regarding the Manila newspaper correspondents' protest against the press censorship over Philippine news. All the members of the Cabinet who attended to-day's meeting said the subject was not formally discussed in any way, and that no official notice would be taken of it. It seemed to be the opinion of the Cabinet members that the matter was too small to be dignified by any notice.

General Otis' removal from command in the Philippines, which has been predicted with considerable frequency lately, is not near at hand. For fully three months from now no active military operations are expected on account of the rainy season. After that there is likely to be a change in commanders, though General Otis will remain at Manila as Governor General. Probably Wheaton will take command of the active operations against the insurgents.

General Corbin, speaking presumably for the War Department, got himself into a rage this morning over the correspondents' protest. He said every one of them ought to be shot or deported, at least, which seemed to be fairly strong language. It might be well to mention right here that when Corbin said last evening that every newspaper correspondent in Washington knows that all the information from the Philippines is given out promptly, he did not state the case correctly. Every newspaper correspondent knows that news is not given out, and more, they all know that some alleged news given out by the Department and signed by Otis never came from Otis at all.

CRITICISM OF CONDUCT OF WAR. NEW YORK, July 18.—A special to the "Tribune" from Washington says: "What every army officer in Washington has long feared, but has, for obvious reasons, declined to discuss publicly, and which is now beginning to believe, is precisely confirmed by the remarkable cable dispatch from Hongkong, which will rank as a war paper with the celebrated Santiago "Round Robin" of last summer. In the War Department for more than a month the feeling existing among the higher officials that the General at Manila has been growing irrepensible. His consecutive official reports were seen to be non-corroborative, and even the President was no longer unaware of the distrustful sentiment affecting soldiers in Manila or on duty here, passing through Washington to join commands elsewhere.

The Government was compelled to depend for later news of the Philippine situation wholly on the brief cabled reports from the General, it having been noticeable that the press dispatches, which had been so full and satisfactory to the authorities, ceased to come since the early part of June, the inference being that the correspondents had been driven from the field by the rainy season. The anxiety was increased by the apparent reluctance of General Otis to give desired information, his grudging replies to queries about the men being higher in the fall, and his stubborn reticence for all purposes. This was his estimate six months ago; yet for four months his force aggregated 40,000, and hardly an inch of ground was gained from the insurgents after May 1st. For four months the official telegrams had come from General Otis, who seemed to be still clinging to his belief that the rebellion was over, and only now, when events have justified none of his series of rosy predictions, it is beginning to be openly admitted that General Otis has not known what was going on in the country under his control and that he had failed to form any adequate idea of the Filipino character. At last it is beginning to be realized among the civil authorities, as it had already become a profound conviction among military men, experienced in Indian control in the West, that the war in Luzon might not have been quickly ended, had General Merritt remained in command or had General Otis come home last summer.

There is no disposition in the army to declare unqualifiedly that General Otis is incapable of doing some things in Manila better than many other officers near the list. He is simply recognized as an administrator is widely recognized. He is unusually systematic about his office affairs and has enjoyed an enviable reputation for discretion, particularly in his dealings with transgressors of civil and military law. He has long been an authority on drill regulations and his interest in the efficiency of the army organization was shown in his estimate of the cavalry school. But since the civil war his field service was never noticeable, and his friends are reticent about it. For that reason Generals Lawton, Younkers, Wheeler and Schwan, as well as others, have been sent to him, as expressly stated by the War Department, "in order that General Otis might be relieved of the responsibility in the actual campaign, to devote more time in

administering affairs in the rest of the islands.

The revelations now made about the censorship around the leading officials here. When complaints were recently made about the way dispatches were being stopped and mangled at Manila, the War Department was satisfied with the explanation of General Otis that great liberty was being allowed, with only such restrictions as prevented advance information of military operations becoming known to the enemy. The President has remarked to visitors who broached the subject that he was anxious to have the fullest knowledge of Philippine affairs disseminated, and that he was disposed to have the widest latitude commensurate with military necessity given to the American correspondents throughout the islands. When the latest disclosures regarding the petty annoyances connected with the censorship were officially substantiated, as in all probability they speedily will be, orders from Washington will undoubtedly cause their abatement.

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COMMENT OF BRITISH PRESS. LONDON, July 18.—The afternoon newspapers of this city generally, in commenting on the protest of the American correspondents in Manila against the censorship, denounce the American Philippine campaign as it has been managed by Secretary Alger and General Elwell S. Otis. The "Standard" says: "The great American people has been hoodwinked by its General and its Administration, who have kept up a series of suppressions of the truth and suggestions of the false, of Russian insincerity and thoroughness."

"The correspondents have done their duty to the public as journalists and gentlemen should."

"The Times" in its leading editorial article to-day, says: "Alger has run the War Office as a political machine. The posts have been bestowed upon political friends without regard to fitness or the interests of the country. Dishonesty and corruption have been rampant wherever there was public money to be handled. American soldiers were killed by thousands on American soil by such senseless and senseless and scandalous neglect of elementary sanitation. As the head is, so we expect subordinates to be. They were chosen without regard to fitness, but with every regard to political service. Naturally they act as the politicians they are rather than as soldiers and administrators, which they are not. The new imperial policy of the United States is now discredited by association with a system of corruption. McKinley, for some reason or other, is incapable of ridding himself of the incubus of his Secretary, who is a man of the highest caliber, having the President in his pocket, serenely defies the public indignation that has been aroused by his mismanagements."

OTIS OR CORRESPONDENTS MUST GO. NEW YORK, July 18.—The Washington correspondent of the "Herald" quotes a member of the Cabinet as follows: "Either Major General Otis or the newspaper correspondents must go."

"To deport the correspondents will probably be accepted at home and abroad as a return to the old Spanish method of muzzling the press."

"To relieve Major General Otis will mean an official acknowledgment of his failure and a demoralization of military discipline."

The above statement was made when the member of the Cabinet was asked to discuss the problem which confronts the Administration as a result of publication of the newspaper correspondents' "round robin" protesting against the course of General Otis in preventing the real facts regarding the Philippine situation from becoming known.

GOOD WORK OF THE COMMISSION. WASHINGTON, July 18.—The advice which the President received from Manila yesterday, and which have given so much comfort and encouragement to the members of the Cabinet to whom they were communicated, had a bearing rather on the political than the military situation, although there is naturally a very direct connection between the two at this time. The committee, or at least, so much of it as remains at Manila since the departure of President Schurman and Admiral Dewey, has been unremitting in the effort to restore the confidence of the natives and to aid military operations by inducing defections among Aguinaldo's followers. Some progress has been made—more, it is said, than the public is acquainted with, for not only have the United States authorities been able to secure unqualified adhesion of the natives of the more important islands outside of Luzon in the Philippine group, but even in that island they have steadily encroached on what was regarded as purely insurgent territory and are arraying themselves in some of the provinces of the island wherein Aguinaldo had heretofore been the strongest. Because this is to be accomplished by peaceful means and the full assent of the inhabitants of the province, the Administration naturally felt that it had cause for gratification.

By the co-operation of the military and the commission, municipal governments have been established in seven important towns in the provinces of Manila and Cavite. These are working admirably, and one good effect of the insurgents are constantly deserting and coming in, some of them with arms. The system will soon be extended to other towns which are asking it. Continued success in the direction will mean the beginning of the actual campaign, to devote more time in

BROOKLYN STREET CAR TROUBLE.

Strikers Win Over a Number of Non-Union Men to Their Ranks.

Lines Which Heretofore Have Been Running on Schedule Time Badly Crippled.

President Rosster, However, Claims That the Strike Is Practically Ended, and That Cars on the Rapid Transit Line Will Soon Be Running on Regular Time.

NEW YORK, July 18.—The Brooklyn trolley strike is still on, and in all likelihood there will be no end of the labor trouble for several days to come. The company did not run any cars over its various lines after dark last evening, but resumed traffic shortly after 5 o'clock this morning. Numbers of cars were run over the several lines, but the time schedule was not lived up to on any of them, and a fair estimate of the rolling stock in operation would be about 60 per cent. During the day the police made several arrests of persons who interfered with the progress of the cars on the Nassau line, but no serious outbreak occurred until after 6 o'clock.

A small riot occurred a few minutes after 6 o'clock, in which two men were painfully hurt. A mob of some 400 persons attacked a Fifth avenue car on its way into the city at Sixth street and Fifth avenue, and Motorman Latham and Conductor Mulcahy were pulled off the car and badly treated. Latham had his arm broken and Mulcahy received a fracture of the nose. Several policemen who were in the neighborhood rushed to the assistance of the motorman and conductor and frightened the crowd off by firing their revolvers in the air.

Three arrests were made, and in less than fifteen minutes the cars were running. At an early hour this morning the report was brought to police headquarters that an explosion had occurred on the Fifth avenue elevated line near Thirty-sixth street. The entire line was blocked. As a serious riot occurred on Fifth avenue earlier in the evening, the police authorities at headquarters feared that the explosion on the elevated line was the work of the strikers.

NEW YORK, July 18.—The Brooklyn street car strikers evidently won over a number of non-union men to their ranks during the night. The Putnam avenue line, over which the cars had been running on schedule time for the last two days, was crippled to-day, certainly one-third of the cars being tied up. On the Fulton street line, which ran on nearly schedule time yesterday, the number of cars was reduced about one-third. No cars were running on the Nostrand avenue and Tompkins avenue lines.

President Clinton L. Rosster of the Brooklyn Rapid Transit Company, said to-day that they would begin running cars on all the lines to-night. "The strike, I think," he said, "is ended, and I am not excluding the possibility that I gave the men until 6 o'clock last night to return to work, but if any of the superintendents should disobey my orders as regards to time and should take back some of our old loyal employees to-day I should not feel sorry. Many of the men who went out on strike were at heart loyal to the company, but they wished to be at peace with their fellows, so went out."

Asked if it was true that he had imported 300 men from Philadelphia to take the place of strikers, Mr. Rosster replied: "No, not 300, but about twenty were sent us, and we employed them."

General Master Workman Parsons said to-day: "I consider the position of the strikers is becoming stronger every hour. President Rosster's statement that there is no strike in Brooklyn is hardly sustained by the evidence visible to everybody."

Master Workman James Pines, in a statement made at headquarters to-day, said that the strikers were numerical-ly stronger to-day than at any time since the beginning of the trouble. He said: "Our men are in good spirits to-day, and they intend holding out indefinitely if their just demands are not complied with."

It was reported to-day that a committee representing the strikers would call on District Attorney Steele during the day and lodge complaints with him against the officials of the Rapid Transit Company for violation of the ten-hour law. Mr. Steele said that no Grand Jury would meet before September 13th. "The officials, however," said the District Attorney, "if they have violated the law, could be prosecuted in a police court. If found guilty a fine of \$500 could be imposed, with the additional sentence of one year in the penitentiary. To prosecute the company as a corporation the matter must have to be presented to the Grand Jury."

between the employer and employes be adjudged by arbitration.

"Resolved, That the corporation counsel be and hereby is requested to take such action as will compel the railroad companies doing business in the city of New York to live up to the ten-hour law."

ALDERMAN KENNEDY introduced the following resolution, which was unanimously adopted: "That the District Attorneys of the several counties within the city of New York as now constituted be and hereby are respectfully requested to proceed at once legally against all railroads who have violated and now are violating the ten-hour law relating to labor."

FREIGHT HANDLERS STRIKE. NEW YORK, July 18.—Two hundred and fifty freight handlers of the New York, New Haven and Hartford Railroad, at five piers on the East River, went on strike to-day. The men, who get 17 1/2 cents an hour, demand 25 cents an hour. One hundred men employed on the Central Vermont Railway Company's pier, on the East River, who struck yesterday, were to work this morning, their demands having been granted. The regular men originally got \$50 a month and 25 cents extra for extra work at night and on Sunday. The extra men receive 25 cents an hour day and night. The men will now receive \$14 a week, 30 cents an hour for extra work and 25 cents an hour for night work.

The freight handlers of the Lehigh Railroad employed at the company's piers on the North River also struck to-day. They have been paid 17 cents an hour and they demand 20 cents. The situation on the Pennsylvania Railroad Company's piers is unchanged to-day. The piers are deserted.

McKINLEY AND ROOSEVELT.

New York's Governor May Be Running Mate of the President.

WASHINGTON, July 18.—The next Republican Presidential campaign ticket will probably be McKinley and Roosevelt. Men high in the councils of the party favor this combination for 1900. It is hardly necessary to emphasize the fact that Roosevelt regards his present position merely as a stepping stone to higher office, having the ambition to be nominated for the Presidency in 1904.

There are others upon whom the lesson of Roosevelt's popularity is not lost. Despite all that may be said by the optimistic rank and file, the Republican leaders know that the next year will be a year of party work, looking over flowery beds of ease. They look for a contest more bitter and intense than that of 1896, and they are aware that the full voting strength of the party must be brought out. It is for this reason that many of them are urging that a new name be put on the score of his health, step aside so that Roosevelt may be put on the ticket. They regard Roosevelt as particularly available for the Vice Presidency on account of his war record, as well as on account of his location. New Jersey has the Vice President and a place in the Cabinet, while New York, with its thirty-six electoral votes, has been out in the cold since Mr. Bliss's retirement. Shrewd party managers, while they esteem Mr. Hobart highly, frankly declare in private conversation that there would be no political wisdom in renominating him. At the proper time, therefore, they expect by diplomatic means to have Hobart, on the score of his health, step aside so that Roosevelt may be put on the ticket. They regard Roosevelt as the ideal candidate, a man who would attract a larger vote to the ticket than Mr. Hobart, or any other.

If he can be persuaded to take the place, all agree he will help materially to carry the country. At present the friendly attitude of the Administration toward the popular New York Governor is very clear, and this friendly attitude promises to be emphasized from time to time in the months which will intervene before the Republican National Convention. The recent visit of Roosevelt to the Presses House, Car Park, a first step toward bringing about the most cordial relations between the President and Governor.

Will Roosevelt accept the nomination for Vice President? He cannot decline and look forward to future political preferment at the hand of the people at large in the present country to work up throughout the country such a sentiment for Roosevelt that he will be unable to withstand it. The plan is to tender it to him in such a way that he cannot reject it without offering an affront that would render impossible his nomination for the first place in 1904. He may be put in the position that confronted the late Mr. A. Hendricks in 1884, when he was compelled against his will to be the running mate of Mr. Cleveland.

McKinley and Roosevelt, the President who successfully conducted the war with Spain, and the man who left no doubt as to his ability to enter the White House, to enter the program of the politicians for 1900, aided and abetted by persons high in authority, to whom success is more important than any other consideration.

BIG STEEL CONTRACT.

An Order Which the Carnegie Company Bargains to Fulfill.

PITTSBURG (Pa.), July 18.—The Presses Steel Car Company has contracted with the Carnegie Steel Company for thirty thousand tons of steel plates monthly for a period of ten years. This is the largest steel contract ever awarded to one firm and amounts to about \$150,000,000. A representative of the Carnegie Steel Company said to-day that actual cost of the material to be furnished will be \$15,000,000 a year.

The delivery of the contract will begin September 1st. Several months ago the Carnegie Steel Company contemplated the erection of a mammoth steel car plant, but the project was abandoned and a working arrangement entered into between the pressed car company and the Carnegies, the terms of which provided for the purchase of all the steel required by the car company from the Carnegies.

Franco-American Treaty.

WASHINGTON, July 18.—The negotiations of the Franco-American treaty were resumed at the State Department to-day between Mr. Kasson, Ambassador Cambon and M. Charpentier, special delegate from France. A distinct advance is being made, and it is considered that a treaty will result from the negotiations.

THE AMERICA'S CUP CHALLENGER.

Shamrock Easily Defeats the Prince of Wales' Yacht.

Shows Her Heels to the Royal Craft in an Excellent Wind for Racing.

In Actual Differences of Times at the Various Points, and at the Finish, It Does Not Appear That the Foreign Racer Has Much of a Chance of Winning the Cup So Long Held in America.

SOUTHAMPTON, July 18.—There was much excitement on the Solent to-day over the Britannia-Shamrock race. From early morning crowds watched the preparations on board both yachts, while the whole fleet from Southampton, Cowes and other points made for Ryde. The scene at Ryde pier was most animated. Long before the start crowds of fashionable visitors had arrived.

The Shamrock was towed from Southampton, the Erin following with Sir Thomas Lipton and a distinguished party. The weather was hot and slightly hazy, with a slight southeast breeze, which promised to last through the day. The course was from Ryde pier head eastward around the Nab Lightship, leaving it on the starboard head; then back past Cowes to a buoy on the Solent bank, rounding the buoy on the starboard and finishing at Cowes, opposite the Royal Yacht Squadron's house. It is about forty miles long.

The Prince of Wales arrived at Southampton at 11 o'clock, wearing a yachting suit, and boarded the Britannia from the yacht Fire Queen, on board of which he left Southampton. The yachts started punctually at 12 o'clock with a fresh southeast breeze blowing. The Shamrock had the best of the start, but on the first tack the Britannia got to the weather side and led. On the next tack, however, the Shamrock got the weather beam, and sailing closer to windward than the Britannia, got well to the windward and was three-quarters of a mile ahead within half an hour after the start.

The Shamrock passed Warner at 12:30:35, and the Britannia at 1:06:20. The Shamrock's spinnaker tore badly when being set for the run back. The Shamrock passed Ryde pier at 1:54:30, and the Britannia at 2:02:30. As the Shamrock rounded Old Castle Point and came into full view of the crowds on the Cowes esplanade she had all sails full set, showing an immense stretch of canvas, and affording a splendid sight, which drew hearty cheers from the assembled spectators.

The yacht passed the Royal Yacht Squadron's house, going westward, the Shamrock at 2:40:27 and the Britannia at 2:51:00. The Shamrock won easily, arriving at the finish line at 3:40:00. The Britannia finished the course 13 minutes behind the challenger for the America's cup.

Both yachts were admirably handled, but the Shamrock had a clear advantage throughout. She gained on every tack to windward. The Shamrock's spinnaker was the finish were: Shamrock 3:45:50, Britannia 4:00:15. The time of passing the buoy on the Solent bank were: Shamrock 3:15:45, Britannia 3:25:04.

POOR CHANCE FOR SHAMROCK. COWES (Isle of Wight), July 18.—On the actual difference in the times of the Shamrock and Britannia at the various points and the times at the finish of to-day's races, it does not appear that the Shamrock has a great chance of winning the America's cup. These signs, however, may be deceptive. It was the opinion of those who closely watched the race from the various points and the times at the finish of to-day's races, it does not appear that the Shamrock has a great chance of winning the America's cup.

Confirmation of the foregoing opinion is found in the fact that while the Britannia showed every possible stretch of canvas, the Shamrock was running before the wind from the Nab Lightship to the Solent bank buoy, and had her job headed with the topsail instead of the club topsail, like the Britannia, and that on the broad reach home from the Solent buoy, the Shamrock lowered her job topsail, which would have been of material assistance had her skipper really wished to show her at her best.

The fresh breeze that was blowing at the start dropped somewhat, but revived sufficiently to bring the racers home at a sparkling pace, and proved an excellent wind from the racing point of view, as it enabled the cracks to be tested as to three points, namely, beating to windward, running and reaching. The Shamrock showed to the best advantage beating to windward, and gained six miles on the Britannia on the eight-mile beat to the Nab Lightship from the start, although beating is considered one of the Britannia's strong points. On the run back to Cowes the Shamrock's gain was less perceptible, but she did not set her club topsail and so did not do her best. On the broad reach home from the Solent bank buoy, the Shamrock did better and could evidently have gone the distance in much shorter time if she had been put on her mettle.

sailed beautifully, and excited general admiration among the immense crowds of fashionable people who witnessed the return of the boats from every point of vantage.

RUSSIAN WHEAT CROP.

A Shortage of Many Million Bushels Over Last Year.

WASHINGTON, July 18.—The Agricultural Department's foreign correspondent for July states that the estimated shortage in the Russian crop of wheat is from 85,000,000 to 120,000,000 bushels as compared with last year. The deficiency is most serious in the regions most favorably situated for export. In the north, where the cold weather has unfavorably affected all the crops of hay, potatoes and all grains, except oats. The rye crop, an important one, is very short.

The Russian official report on wheat is a little above "fair," 2.3 being the technical designation. The Austrian outlook for wheat and rye is good in all but one province, that of Bukovina. Austria, Roumania and Bulgaria all slightly below the average in wheat, rye and maize. A French estimate of wheat crops of Spain and Italy puts it at 34,000,000 bushels below last year, the shortage being somewhat heavier in Spain.

The wheat crop in France is represented as satisfactory, but the optimistic estimates made earlier in the season have been scaled down by later crop damage, the estimate now being 352,000,000. In Great Britain cable reports of a severe general storm presage considerable damage to a grain crop that otherwise would have been ranked as fair. Hay is very much below the average. The report from India shows better conditions in Bengal and the Northwest provinces than for several years previous, but this improvement does not extend to the Punjab.

SOLD INTO SLAVERY.

An American's Experience on the Upper Amazon.

INDIANAPOLIS (Ind.), July 18.—G. T. McKim of Thornton has received a letter from Steve Fell, which says that for twelve years he has been a slave in a tribe of the Upper Amazon. He started with two other men, Messrs. Edwards and Boynton, and the other died from a snake bite and the other from fever. Fell survived an attack of disease, but the natives charged him so much for their services that he was unable to pay, and he was sold into slavery.

Fell says his last owner was a young woman, who treated him royally for a time, but becoming incensed at him, she used great cruelty toward him. He slew his guards and escaped by sailing to a tributary of the Amazon and building a raft on which he floated for many miles. A Catholic priest named Pathemy Guarmo gave him clothing and aid and a letter to another priest down the river, and he finally reached Rio Janeiro. From there Fell shipped on a sailing vessel for San Francisco and is now working on a farm in California.

RAIL ACCIDENT.

Three Persons Fatally and Several Others Seriously Injured.

ST. LOUIS (Mo.), July 19.—The southbound flyer of the Illinois Central Railroad, which left here at 9 a. m., was wrecked at Lenzen, Ill., 35 miles from here to-day, resulting in the death of Fireman Thomas Jones and the injury of four passengers, two of whom were fatally hurt.

A. J. Eblin of St. Louis, who is not expected to live, was badly bruised and internally hurt. The others injured were: W. B. Wilson, Chicago, badly scalped; O. G. Cannon, scalded; Master Mechanic Beckwith of the Illinois Central, bruised; Mrs. W. H. Keyle of Patriotsville, Ill. Nobody knows what caused the accident. The engine left the track, turning completely over and derailing all the cars in the train. Engineer David McConchie, who stuck to his machine, came out of the wreck unhurt.

ADMIRAL DEWEY.

Accepts Invitation to Banquet Tendered by Minister Harris.

NEW YORK, July 18.—A dispatch to the "World" from Trieste, Austria, says: Admiral Dewey has accepted the banquet offered him on his arrival here by United States Minister Harris, who has invited all the American Consuls and Vice Consuls in Austria and Hungary, with their wives, to meet him. The Admiral wires that he has quarantined his flagship since she left Colombo, Ceylon, and has had no communication with the shore, so he can and with a clean bill of health immediately on arrival. A special permit had to be obtained from Vienna to enable the cruiser Olympia to enter this port, owing to a regulation affecting war ships.

Minister Straus, at Constantinople, strongly pressed Admiral Dewey to visit him, but the latter was afraid of the fatigue, greatly needing complete rest and medical treatment.

Captain Dreyfus.

RENNES, July 18.—Work was begun this morning on the construction of a passage from the cell of Captain Dreyfus to the hall in which the court-martial before which he is to be tried will sit. This will enable the prisoner to escape the annoyance of observation by the curious.

THE CAPE NOME MINING DISTRICT.

Returning Miners Do Not Speak Well of the Outlook.

Say It Has Been Salted in the Interest of Transportation Companies.

A Few Rich Pockets Struck Here and There, but No Important Finds Reported—Reports That Great Suffering Exists, Owing to Scarcity of Food, Fuel and Clothing.

SAN FRANCISCO, July 18.—The steamer Fortland arrived here to-day, fourteen days from St. Michael, with 150 passengers and \$1,000,000 in gold on board. Most of the returned people are without means, and about \$500,000 of the gold is owned by a few lucky people, the balance being the property of the Alaska Commercial Company. The miners speak indignantly of the treatment accorded prospectors who went to the Cape Nome district at the solicitation of the transportation companies.

The reports arriving to-day by the Portland fully confirm the Associated Press advices. They read from Dr. Stone, formerly of this city, who went north during the first rush to the Cape Nome district. The Portland passengers say unqualifiedly that the district has been "salted" in the interests of the transportation companies and that great suffering prevails in the district, food, fuel and clothing being scarce.

Reports of a similar nature come from passengers who went as far north as Rampart City. A few rich pockets have been struck here and there, but no very important "finds" have been reported. It is certain, however, that makes a strike his joy gets the better of him and he tells others. This causes a rush, and among the great numbers who join in these rushes possibly a dozen or even less may take out a few hundred or possibly a few thousand dollars of a particular district, and their way to the settlements, followed by a large number of the luckless ones, and the arrival of so many miners at one time at a settlement, accompanied by a few who spend their money lavishly give color to the rumors of great richness of a particular district. And the transportation companies are not slow to take advantage of the opportunity to delude prospectors into going into the districts.

Many of the miners who returned on the Portland spent their last dollar to obtain transport and food, and some had to sell all their belongings to get enough money to pay the transportation charges. R. E. Edgar, one of the passengers of the Portland takes a very gloomy view of the state of affairs in Dawson. "There is no money, and then they quit," he said. "It is frightfully dull. The place is so overrun with unemployed men that there are at least ten men for every job. No, there is no suffering. There seems to be food for all, but there are a great many men who are without money, and then they quit. They suffer. I have no doubt that the Government will have to step in and take care of these men. There are hundreds anxious to leave Dawson, and would leave if they had the means, but they have not, and there is an end of it."

"How many have left within the last month?" "Fully 2,000. A great many have worked their way out and others are now on the road south. A great many worked their way down on the Portland. No, there have been no new strikes. There is no money. No, up there who have made a good thing, and they are pleased, but the majority are heartily sick of the Klondike."

SEATTLE (Wash.), July 18.—H. Sherman and F. S. Stoddard, who were members of a party of thirteen organized at Syracuse, N. Y., returned from Alaska on the Roanoke last night. They spent the winter in the Klondike district. Mr. Sherman, in speaking of the country, said that colors could be found almost anywhere, but there was no pay break that they could get. No prospectors could be found the size of a pin head.

Sherman thinks that the gold dust must be somewhere in the country, though they could not find it. Out of a large number of men who went in and about Bear River, only about sixty remained behind to prospect through the summer. The remains of F. Chubb of Fulton, N. Y., who died last winter at Bergman on the Koyukuk, were brought down on the Roanoke.

Strike of Small Dimensions.

STOCKTON, July 18.—The river strike here yesterday was of very small dimensions. It simply amounted to this: A few deckhands, tired of working, asked for higher pay, knowing it would be refused, and then they quit. In an hour or more men were secured to take their places, and the small freight steamer J. R. McDonald went out as usual. These so-called strikes happen so often here as to occasion no comment. Steamers are running to-day as usual.

Three Chinamen Ordered Deported.

LOS ANGELES, July 18.—Judge Welborn, in the United States Circuit Court, ordered Liu Kim Lung, Wong Lung Chew and Lu Mick Chow to be deported. The legal battle over this case has been the hardest of any of the cases tried here. The Chinamen allege that they were born in Los Angeles, went to China on a visit, and upon their return to this country were held by the officers.

Garzone and Her Rich Treasure.

VICTORIA (B. C.), July 18.—The steamer Garzone passed up about noon and continued to Vancouver. The purser says there are 600 passengers on board and \$3,000,000.