

THEY SANG AS THE SHIP WENT DOWN

Continued from First Page.

floating around. All heard the wash of the water and could feel the steamer settling. After all the passengers had left the vessel they stood in lifeboats out of danger to watch the work of dissolution, the captain and Pilot Cornell remaining on board. Twenty minutes before she went under the captain and pilot left the wreck in the steamer's launch.

Just 2 hours and 10 minutes after the rock was struck the Mexico's bows sank underneath the water out of sight. The bows bobbed up again and the stern sank under water. Suddenly the bows shot upward in a perpendicular line, and the good ship Mexico slid to the bottom like a shot, stern first.

Just as the vessel went under the chart-house, which had not been tightly secured to the deck, broke loose and floated to the top. Then it was that the chart-house, seven lifeboats and one steam-launch, loaded with passengers, were all that appeared of the Mexico remaining on the surface of the water.

As soon as the Mexico went under and the captain had taken the bearings of the ill-fated spot the lifeboats pulled away for Percy Island and Dixon's Entrance, thirteen miles distant, where the passengers landed on the rocks and had something to eat. Then the long row was renewed, and the passengers landed at Metlakathla, seventeen miles from the island and thirty miles from the point where the vessel went down. There all remained until picked up by the steamer City of Topeka, bound southward.

Mr. and Mrs. A. H. Wilbur of Santa Cruz were on the ill-fated steamer. Mrs. Wilbur thus tells her experience: "My husband and myself did not belong to the Christian Endeavorers, but were simply on a little outing by ourselves. We went up as far as Dyes on the Mexico and were with her during her entire trip. When the accident occurred we were, of course, all in bed, but I don't remember whether I was asleep or not. I know the engines had been stopped the greater part of the night, and had been started but a little while when I suddenly felt the worst shock I ever experienced in my life or want to again. I did not know what the matter was, but rushed on deck and soon learned that we had struck a rock and that the hold of the ship was filling with water. Then the order came to get into the boats, and we dressed ourselves as quickly as possible—and that is all. We took to the boats and were rowed to Metlakathla. There we received the utmost hospitality from Missionary Duncan and his Indians."

Captain Thomas, who was in charge of the Mexico, is not familiar with the waters of the north, as he had made few trips up that way. He is, however, considered a very cautious and careful officer. When seen by THE CALL correspondent this afternoon, he said the reports of the passengers were about correct. He says that Pilot Cornell is one of the best in the

ROYALTY TAX SCHEME ABANDONED.

The Canadian Government Realizes That It Could Not Result in Bloodshed.

OTTAWA, ONTARIO, Aug. 11.—The Canadian Government has abandoned its scheme compelling miners going into the Klondike diggings to pay royalty upon all gold mined by them. The announcement that such an attempt would be made called forth vehement protests from politicians and business men of the Northwest and the Pacific Coast, who realized that under existing conditions such a policy could only lead to serious trouble, and, probably, bloodshed.

The storekeepers of British Columbia are too busy just now compelling prospectors to buy in British territory or pay a duty to consent to any policy which would cause further irritation. Frank Oliver, member of Parliament for Alberta, put the case against the taxation scheme strongly before the Government. In a memorial to the Ministry he said:

"There is only one good point about this proposition, namely, that it is so preposterous that it will never have any effect under the circumstances and conditions which exist in the Yukon, and, probably, if the authorities ever look into the matter, they will realize this before making an attempt to collect such royalty. If the diggings are not rich this tax would then be impossible or would prevent mining, and if they are rich would simply bring on a fight in a region which, all things considered, Canada could not expect to rule by main force except at a cost that would be much greater than the profit."

Alaskan service; that the vessel was on her regular route, and that the rock on which she struck is not marked on the charts. The depth of water at that point is eighty-five fathoms. He highly commends the self-control of the passengers. They were calm and obedient.

Captain Thomas does not believe that an attempt will be made to raise the wreck, as the depth of water precludes the possibility of success.

The passengers of the unfortunate Mexico remained at Metlakathla until Sunday morning, when they were picked up by the Topeka and brought to Seattle, reaching here early this morning.

Metlakathla is an Indian mission village, under the charge of Rev. Father Duncan of the Episcopal church. The Indians extended to their guests the greatest hospitality until the Topeka arrived and picked them up. The Topeka had been intercepted by a cannery steamer from the Indian village and was hailed with shouts of delight by the Mexico's people.

A curious feature of the accident, which will doubtless give considerable satisfaction to the superstitiously inclined, is the fact that Clement Berry, an insane man, who was on the Willapa some months ago when she struck a reef and foundered, was also on the Mexico when the accident occurred. Berry was reported to have recovered his reason, so no objection was made to his taking passage on the steamer. He developed signs of suicidal mania on the way, however, and when the boat struck he immediately jumped overboard. However, he changed his mind and swam like a beaver until picked up by one of the boats.

During the day officers of the Pacific Coast Steamship Company have been engaged in trying to procure passage for those who bought tickets for the Mexico's run north again, the vessel being scheduled to leave to-day. It is given out at the company's office that some passengers will be sent up to the Utopia, which goes up to-morrow, while others will go on the Topeka. Some of the passengers say they have been offered the return of their fares, although the company is not

giving out this statement. The efforts of the company are to get passengers and freight through with the greatest possible dispatch, and to see that the passenger cars and supplies on the same steamer.

The following is a list of the passengers on the Mexico when she struck the rock: J. W. Lewis, W. H. Lewis, Mrs. E. C. Stahl and baby, Mrs. W. M. Stahl, Miss Gracie Stahl, W. M. Wheeler, F. B. Porter, A. H. Hillman and wife, Dr. B. P. Anderson, J. P. Pomeroy, Miss A. C. Lock, Miss T. Gray, Miss Fletcher, Miss Sloan, F. R. Kepfel, B. E. Griffin, F. E. Lloyd, S. B. Eastman, A. J. McNab, E. B. Wilson, W. R. Harrington, I. H. McGregor, P. A. Fisher, Mrs. Reece, Mrs. Peterson, Mrs. Mariager, F. H. Dennis and wife, Dr. Manker, W. H. Tiffin, Miss F. E. Millit, G. N. Callie and wife, Mrs. C. E. Richards, Miss E. M. Howe, Miss Diana, A. H. Wilbur and wife, Miss M. Nelson, Miss J. Nelson, G. L. Fox, George M. Roe, Dewitt Davenport, F. T. Catif, T. Tagiabal, D. W. Graves and wife, Mrs. Glenn, Billy Schuler, C. E. Burg, C. F. Buchanan and wife, A. C. Edwards and wife, M. Cutting, Rev. E. L. Weber, wife and two children, Mrs. Blackstone, Miss H. Anderson, O. Olsen, J. W. Squires, wife and three children.

This afternoon the United States Local Inspectors of Steam Vessels, W. J. Bryant and C. C. Cherry, began an investigation of the sinking of the Mexico. They took the evidence of Captain Thomas, the pilot, two deckhands, the first and second officers, Captain Wallace and Captain Craig. It is expected to complete the taking of testimony to-morrow. Captain Bryant states that no new facts other than those already given to the public were brought out.

Goodall, Perkins & Co. Find It Difficult to Replace the Mexico. The following telegram was received by Goodall, Perkins & Co. from Nanaimo, B. C.:

The Mexico started from Sitka at 5 A. M. on the 4th inst. Took the outside passage and arrived at Cape Chacon at midnight. Got under way again at 3 A. M. and at 4:20 A. M. struck a rock on the starboard bilge, supposed to be West Devil Rock, fourteen miles from Cape Chacon. The steamer filled very rapidly, and at 6:30 A. M. sank in eighty-five fathoms of water. All the passengers were saved. Such baggage as was in the staterooms was also saved. Everything else was lost. Boats were left at Metlakathla in charge of Rev. Mr. Duncan, head missionary on the Alaskan station. Captain Thomas and all passengers and crew came down on the City of Topeka.

The Mexico left the sound last month with a large party of Christian Endeavor excursionists and went as far as Dyes, where she landed a few miners bound for Klondike. Over 400 miners who had booked to leave on her on the return trip were awaiting her at Seattle, so Captain Thomas took the outside passage, or "the short cut home." It proved to be the long way around.

Goodall, Perkins & Co. are in a quandary over the loss of the steamer. A few months ago half their fleet was idle and now they cannot charter a vessel of love or money. All of last Tuesday night men worked on the City of Puebla getting her Puget Sound freight out and yesterday afternoon she sailed for Port Harford to bring up a load of grain. With her went forty longshoremen and forty more will be engaged at Port Harford. It is hoped to have the vessel loaded and back in San Francisco to-night in order that she may leave for Puget Sound ports some time to-morrow. The Oregon has to be hauled out of retirement and put on the Columbia River route to relieve the glut there, so the company has not a vessel available to take the place of the Mexico.

Among those who were awaiting the arrival of the Mexico at Seattle is Sam Pond, son of ex-Mayor Pond. He is bound for the gold fields, and yesterday his father spent half a day trying to get him a passage on the City of Topeka. The latter goes only as far as Juneau, however, and the only way by which Dyea can be reached is by the George W. Elder, which leaves six days later.

"We will do everything in our power to straighten out matters," said Edwin Goodall yesterday, "but such matters cannot be fixed up in a moment. If by any possible chance we can secure a steamer she will at once be sent up to take the Mexico's place. If we can't, we will have to do the best we can with the Elder and Topeka. The Mexico was partially insured."

There is just a chance that the Zealandia may be chartered from the Oceanic Steamship Company and put on the southern route. In that event the Corona would be sent north to replace the wrecked steamer.

The Mexico was built by the Dickies about ten years ago for a company trading in the Gulf of California. Captain John Birmingham superintended the building of the vessel, and he stuck so religiously to the terms of the contract that the builders lost at least \$20,000 on the job.

About seven years ago, when on her way here from Nanaimo, B. C., she struck on a rock in the Gulf of Georgia and sank. She was afterward raised and brought to San Francisco, where she was thoroughly repaired. Since that time up to the present disaster her career was an uneventful one.

Sought the Rock in Vain. PORT TOWNSEND, WASH., Aug. 11.—A peculiar feature in connection with the wrecking of the steamship Mexico was that after striking the submerged rock and backing off Captain Thomas, perceiv-

ing the rapid rise of water in the hold, tried again to strike the rock to prevent the vessel from being submerged. He failed to succeed, although he continued steaming about in the vicinity until the water finally extinguished the fires under the boilers.

It was reported here last night that one passenger, a minister, came off the vessel leaving a treasure chest with \$1200 lying under a pillow in his stateroom.

THE SEATTLE CRAZE.

Klondicotts Still Holds Fast Its Victims in the Sound City.

SEATTLE, WASH., Aug. 11.—There is no abatement to the gold fever here. Nothing but Klondike is to be heard on all sides and you attempt to reason with a man or woman, or girl, that it is downright foolishness to go to that region at this late season of the year you will not be listened to for a moment. You are told that Jim Humburg and Jack Bum, or some other character never known to any one but two or three boon companions, went in there a year or so ago and returned a "Baron Rothschild" in wealth. Because these men did so there is no reason under the sun why this going out should not fare as well or better.

On all sides you find the word Klondike. It is Klondike bonnets, hats, boots, shoes, suspenders, garters, hosiery; Klondike dinners, parties, steaks, chops, puddings; Klondike culinary utensils of every description. Klondike groceries. The very air one breathes seems to be impregnated with the Klondike microbes—a very substantial one if you could but catch him. And the newspapers and merchants are as badly smitten with the "Kion" as the public. All sorts of yarns are flying around and where in the mischief they originate would puzzle a seer to say.

The immense influx of Easterners to Seattle has taxed every description of trade to the utmost. There need be no idle men in Seattle for many months to come, for all who are willing to work have no trouble in obtaining it.

On entering a tent factory to-day to look around I was asked if I was hunting for a job, if so I could start right away. Unanimously the sailors' reply was "no, my forte. Every jack tar who can cobble tents can secure all the employment he wants right in this burg.

Politeness is forgotten by the clerks in stores, and little time is wasted on you if you have not your mind made up before entering a store. The demand is so great and so many want to be served in a rush that even the proprietors do not have time to wash their hands with imaginary soap or even welcome you with a smile. "Purchase or get out" appears to be the order of the day. There are hundreds waiting to be served, and as every one has money and expects to pay three prices for the articles required, no bargains are to be had. One large outfitting house here took in one afternoon last week \$12,000 ready cash over the counters. Large as the sum appears one can credit it, judging from the immense number of strangers in the city bound for the Klondike. Some of the Klondickers carry sums from \$1 up to \$3000, and, as nearly all have fitted out here, the money put into circulation is hard to calculate.

One of the greatest attractions noted on the dock to-day were a couple of remarkably fine shorthorn oxen, which have been trained to pack. Their owner goes with them, and is to employ them packing outfits between the landing at Dyea and the headwaters of the Yukon. Already enough employment has been booked to keep the oxen going for several weeks, and at a price which will swell their purses pocketbook. Many of those who purchased cayuses coincided, after seeing the oxen, that it would have been more profitable had they done likewise. Having got their outfits to navigation, and built their boats, the animals could have been turned into juicy steaks or sundried beef.

Every one bound to Klondike is kicking at the high freight rates, but apparently all gladly pay them. On the barges the owners of horses had for pay \$25 a head and \$11 a ton for hay (40 feet going to the ton), while oats were taken at \$20 50 a ton.

But what foolish people are the Eastern folk! To go from Chicago to San Francisco by train costs about \$61; a second-class passage to Dyea \$28, a total of \$89. From Chicago to Seattle by train is \$72 50, a second-class passage by steamer to Dyea \$22 50, a total of \$95. Any one can see the saving. Again, in San Francisco one has an opportunity of choosing his steamer and getting his berth. Here, he takes what he can get, and very often has to await his opportunity.

J. C. CAMPBELL.

MUST PAY DUTY SAYS McKENNA.

Ruling Regarding the Application of the Discrimination Tax.

WASHINGTON, D. C., Aug. 10.—Attorney-General McKenna has rendered a partial decision on questions submitted to him by the Treasury Department regarding the application of the 10 per cent discrimination duty fixed by the tariff law.

McKenna has decided that all goods, the product of manufacturers of a country not contiguous to the United States, when imported into a contiguous country and then exported to the United States, shall be liable to extra duty. This applies to goods shipped either by rail or vessel. The question of bonded privilege, relating to whether the discriminating duty shall apply to goods sent in bond through the United States, was not passed upon.

McKenna called at the Treasury Department to-day and told the officials there that he expected to render an opinion on the more important question of discriminating duty on bonded goods before leaving Washington. He will probably go away in a few days. A large amount of money is involved in the bonded importation matter. Nearly all goods shipped from Asiatic ports to places in the eastern portion of the United States are entered through Canada in bond. Ties intended for New York and other Eastern cities are usually sent in bond over Canadian railways.

The Attorney-General explained at the treasury that discriminating duty could not be levied on goods imported directly into the United States in British vessels from countries not British, as special exemption was made in the tariff law concerning such cases. The treaty with Great Britain gives British vessels the right to bring goods from non-British countries to this country, but goods brought in vessels of countries not having such treaty privileges from other foreign ports are subject to the discriminating penalty of forfeiture, except in certain cases, from landing dutiable articles in America.

The new tariff law bearing on this subject places upon the Government the burden of proving that a country which will not allow goods brought in an American vessel from a non-American port to be landed in that country.

ADVANCES MADE ON FURNITURE AND PLANO, WITH OR WITHOUT REMOVAL. J. Noonan, 1017-1023 Mission.

WEYLER FLEES BEFORE GOMEZ

His Disorderly Retreat From the Province of Matanzas.

General Fear at Havana That the City Is About to Be Attacked.

Desperate Situation for the Spaniards, Who Are Thoroughly Demoralized.

HAVANA, CUBA (via Key West, Fla.), Aug. 11.—The activity of the insurgents around the capital arouses general fear that the city may be attacked at any time. Weyler has retreated before the invading forces of Gomez and Carrillo from Matanzas to Havana province.

Yesterday Weyler arrived with 5000 men at the Rosario plantation, near Aguzate, in Havana province, and afterward left on horseback for Jaruco and San Miguel, in the same province, followed by his column. It is said he remained about an hour in Aguzate and showed signs of great disappointment and uneasiness over the condition of the campaign.

The American Consul at Matanzas has reported to Consul-General Lee that the insurgents have invaded that province to the number of 8000, and it is said the Spanish columns are fleeing before them to Havana. Gomez is said to be now in Havana province, and though no positive information has been obtained the presence of Weyler in the province and the state of demoralization of the Spanish army seems to indicate it.

If Gomez arrives before the capital no doubt Havana will be attacked by the insurgents. The situation is desperate for the Spaniards. Every train that runs between Havana and its suburbs to Marianno was attacked and stopped yesterday by the insurgents. The British Consul and Consul of Chile, who were passengers on one of the trains, received courteous treatment from the Cubans.

At Santa de Chivo, near Havana, the battalion of Espana had a hard engagement with the Cubans under Colonel Arango and were badly routed, being compelled to retreat toward the capital. The Spaniards left their killed and wounded on the field and Arango ordered the dead to be buried and the injuries of the wounded cared for.

From Matanzas comes news that Molina has been wounded in a hard fight with the insurgents. No more details are given.

The Cuban hospital, established in Havana Province by Colonel Arancuren, has been raided by a Spanish column and many sick and wounded men killed. The Spaniards found there a letter addressed to the Cuban colonel, Emilio Anquez, by his wife, who lives in Havana and the poor woman was arrested yesterday and sent to the home for fallen women. When she complained of the rough treatment she was insulted by the soldiers.

The Spaniards in Havana show great indignation over the killing of Canovas, and the city will go into mourning for three days.

PLANNED WEYLER'S CAPTURE.

The Butcher's Narrow Escape in That Province.

NEW YORK, N. Y., Aug. 11.—The Herald's Havana special says: Two hundred Spaniards were killed in the Matanzas battle, while the rebel loss was trifling. The battle was the result of an attempt to capture or kill Weyler.

He had made preparations to return on horseback from Matanzas to Havana. Along the road he had posted three columns of Spanish soldiers and left Matanzas with only eighty men. General Castillo learned of his plans and gathered a force of fully 1500 rebels.

This force he hurled against the Spanish lines near Aguzate, where Weyler was supposed to be. Castillo commanded the insurgents in person and the Spanish were under General Molina and Colonel Aldea. Both were wounded.

The battle began at 4 o'clock in the afternoon and continued until night set in. The Spanish ranked along the open road and the rebels advanced them from the rear, coming from the hills. A body of cavalry was stationed about a quarter of a mile down the road to cut off Weyler if he should be there and attempt to seek safety. They failed to find him, however.

When darkness came the Spaniards retired, to return next morning with heavy reinforcements, but the insurgents only opened fire for about half an hour and then disappeared. They divided into small bands, and subsequent pursuit was futile.

The Herald's Paris special says: Le Matin publishes a statement, which purports to come from a reliable source, to the effect that 60,000 volunteers have been organized and are being rapidly armed in the various provinces of Spain, ready to rise at the signal of Don Carlos. The pretence of the Government is to recall these men and the German imperial party boarded the yacht Hohenzollern, on which they had traveled from Kiel. A squadron of German warships and the Hohenzollern sailed this afternoon on their return, amid the booming of the guns of the forts and Russian warships in the harbor.

Waton Designing a New Yacht. LONDON, Eng., Aug. 11.—The rumor is spread that George L. Waton is designing a new yacht to replace the Prince of Wales' cutter Britannia.

who had been executed in France and Spain, and added: "I remember well what happened to them."

A VILLAINOUS REVENGE.

Weyler Vents His Spite Against a Member of a Victim's Family.

NEW YORK, N. Y., Aug. 11.—Don Santiago Barroeta, who published a pamphlet here about a month ago exposing the crimes committed in Cuba by Weyler, has received news from Havana that the captain-general has vented his spite against one of the members of Senor Barroeta's family. According to a letter received by Barroeta, his brother-in-law, Ramon Hidalgo, was arrested at Cienfuegos on July 28 and thrown into a dungeon.

The officer who arrested Hidalgo, Captain Alana, is one of Senor Barroeta's personal enemies, and was referred to by him in the above mentioned pamphlet. Alana loaded Hidalgo with chains and then made him walk through the streets of Cienfuegos. He afterward treated him roughly in jail, whence Hidalgo was sent to Havana and imprisoned in the fortress of Cabanas. Hidalgo is an American citizen, duly registered at the American general consulate in Havana and included in the record of foreigners kept by Weyler.

From July 8 to August 7 he has not been allowed to communicate with any person—a flagrant violation of the international treaty between Spain and the United States.

Barroeta said to-night that he was sure his brother-in-law was still incommunicado and that he could not send word to him.

He has sent a dispatch to Secretary of State Sherman asking the protection of the American Government for his brother-in-law. "Weyler," said Barroeta, "could not ask the States for my extradition as a criminal, as I exposed him, so he resorted to revenge worthy of his character."

CANOVAS' BODY AT MADRID.

Immense Crowds Meet the Funeral Train at the Station.

MADRID, SPAIN, Aug. 11.—The body of Canovas arrived this morning from Santa Agueda. The train bearing the remains was met by ministers of state, foreign ambassadors and civil and military authorities. Immense crowds, drawn by curiosity or a desire to pay their respects to the dead, assembled in the vicinity of the station.

When the body was removed from the train, prayers were offered within the station, after which it was escorted with military honors to the Prime Minister's late residence and placed in a magnificent temporary chapel draped with velvet. Masses for the dead were celebrated at the chapel until noon, when the public were admitted to view the body.

THREATEN TO STRIKE.

No Address for the Grievances of English Postal Clerks.

LONDON, Eng., Aug. 11.—A committee of the Postal Clerks' Association has issued a rejoinder to the Duke of Norfolk, Postmaster-General, who on Monday issued a reply to the petition of the clerks praying for redress of their grievances. The committee declares that it cannot recommend the members of the association to accept the decision of the Postmaster-General as final, and says it is unable to longer consider the possibility of a compromise, and must carry out whatever policy the majority of the members regard as necessary to enforce a settlement. Should a strike be precipitated it would cause great inconvenience and loss not only in England but in the United States, as the clerks handle most if not all the cable dispatches destined for and received from the States.

WILLIAM SAILS FOR HOME.

Accompanied by the Czard and Czarina as Far as Cronstadt.

ST. PETERSBURG, RUSSIA, Aug. 11.—Emperor William, Empress Augusta Victoria and the members of their party, accompanied by the Czard and Czarina, embarked on the Russian imperial yacht Alexander at Peterhoff this morning, where large crowds about the wharf witnessed the departure, and as the Alexander started on her voyage salutes were fired. Arrived at Cronstadt, final farewells were said and the German imperial party boarded the yacht Hohenzollern, on which they had traveled from Kiel. A squadron of German warships and the Hohenzollern sailed this afternoon on their return, amid the booming of the guns of the forts and Russian warships in the harbor.

NEW TO-DAY—CLOTHING.

THURSDAY, FRIDAY AND SATURDAY SPECIAL

Boys' Suits

\$2.00

Boys' Double-breasted Short Pants Suits—over 500 of them—in Scotch Tweeds, Chevots and Cassimeres—ages 4 to 7 years—only \$2.00.

Reduced from..... \$5, \$6, \$7

Boys' Knee Pants, ages 4 to 12 yrs. 25c. Worth 75c.

BROWN BROS. & CO.

WHOLESALE MANUFACTURERS SELLING AT RETAIL, 121-123 SANSOME STREET

See the Big Blue Signs in the Second Block from Market St.

AN APOLOGY OR HIS PASSPORTS

Austria's Minister Calls Bulgaria's Premier to Account.

Vienna Court Bitterly Stung by a Remark of M. Stoiloff.

Offensive Reference to the Death of Prince Rudolph and What Prompted It.

BERLIN, GERMANY, Aug. 11.—A report is in circulation that Baron Call von Kumbach-Rosenburg, Austrian Minister to Bulgaria, will demand his passports and leave Sofia at once unless M. Stoiloff, Bulgarian Premier, apologizes for certain remarks concerning the Austrian imperial family which he made in a recent interview with a representative of the Berlin Tagblatt.

The Lokal Anzeiger, commenting upon the affair, asserts that forty-eight hours is the limit fixed by the Austrian Minister for the receipt of M. Stoiloff's apology. Stoiloff is now at Constantinople, accompanied by Prince Ferdinand on the latter's visit to the Sultan.

VIENNA, AUSTRIA, Aug. 11.—The report that the Austrian Minister to Bulgaria has threatened to leave Sofia is undoubtedly true. The trouble really arose from the murder of Anna Szymon, who was an Austrian subject, by her paramour, Captain Boitcheff, formerly aide-de-camp to Prince Ferdinand of Bulgaria, and his accomplices, Novelic, prefect of police, and a gendarme named Wassatseff. These men were only brought to justice through the insistence of the Austrian Consul at Philippopolis, where the crime was committed. The Bulgarian authorities having determined to hush the matter up out of consideration for the high position occupied by Captain Boitcheff, and the defeat of this intention caused much bitterness against Austria.

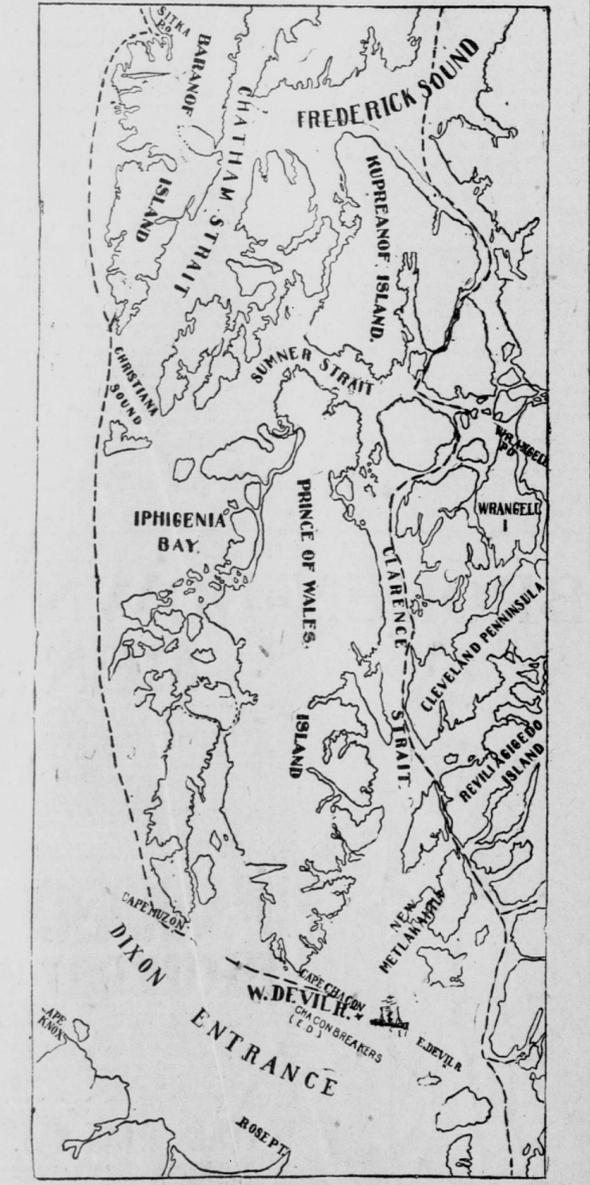
Prince Ferdinand visited Coburg at the end of July, whither he was accompanied by M. Stoiloff, his Prime Minister. While in Coburg M. Stoiloff was interviewed by a representative of the Berlin Lokal Anzeiger, not the Tagblatt, as a Berlin dispatch stated.

According to the interviewer M. Stoiloff expressed the suspicion that Austria had meddled with the Boitcheff affair for political reasons and out of enmity to Bulgaria, knowing that Boitcheff was the Prince's aide-de-camp. He added that Austria need not be too fastidious about the Boitcheff affair if she remembered Crown Prince Rudolph's death, which was even now unexplained.

This latter remark must have especially stung the Austrian court and created all the more indignation because it was believed that Prince Ferdinand had prompted it. The interviewer had previously asked Prince Ferdinand to talk, but he declined, saying that M. Stoiloff would be pleased to receive newspaper men and the Premier's utterances might be regarded as those of himself, as M. Stoiloff was thoroughly familiar with his views.

After the interview appeared in the Lokal Anzeiger, the Fremdenblatt, the official paper of this city, published an inspired paragraph suggesting that M. Stoiloff's utterances had been misreported and added that it could not be imagined that a responsible Minister would employ such expressions. M. Stoiloff thereupon published a brief notice through a news agency stating that the Lokal Anzeiger's report was incorrect, and repudiating its insinuations based on the interview as not in accordance with the truth or his meaning. The tenor of this notice gave the impression that M. Stoiloff did not care what Austria thought and that he did not intend to go to further trouble about the matter.

Receiving no satisfactory explanation, much less an apology, Austria instructed her Minister to Bulgaria to insist that Stoiloff formally declare that he did not intend to offend and to express sincere regret for having done so. In the event of Stoiloff refusing to do this the Minister was to demand his passport.



Map Showing the Route of the Mexico After Leaving Sitka on the Return Voyage.

In order to gain time the steamer took what is known as the outside route, which brought her along the westward shore of Prince of Wales Island. After passing Cape Muzen a southeasterly course was laid through Dixon Entrance, which does not seem to have been materially changed until the scene of the disaster, West Devil Rock, was reached.